

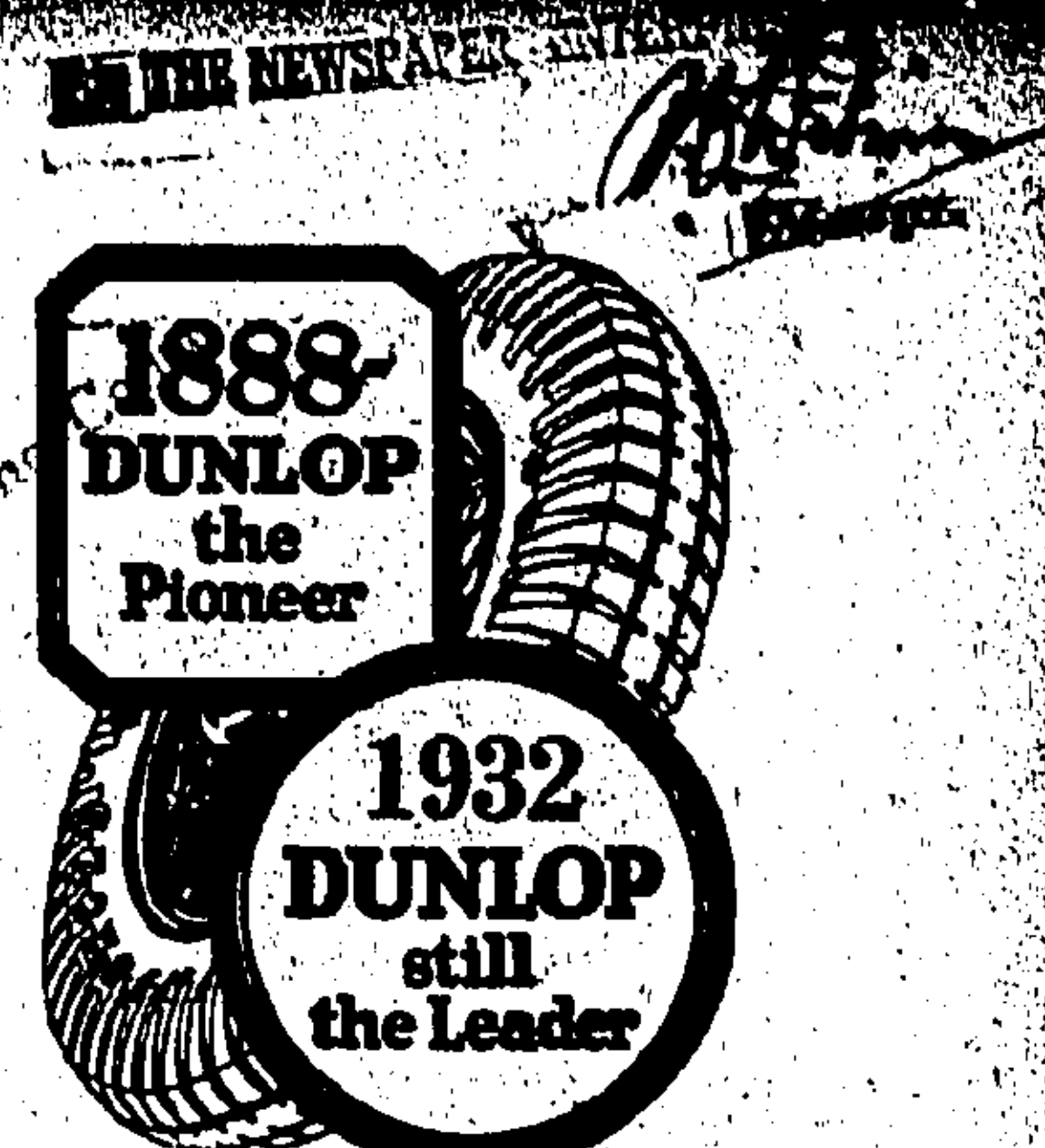
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# The China Mail

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TO-DAY'S DOLLAR — The closing rate of the dollar on demand, to-day was 1/4 13/16.



No. 28,016

HONG KONG, THURSDAY, JANUARY 28, 1932.

PRICE \$3.00 Per Month.

## GERMAN CIRCUS GOES UP IN FLAMES

### FIFTEEN ELEPHANTS TRAPPED IN FIRE

#### TWO LIONS ESCAPE

MANY ANIMALS PERISH — CIRCUS OWNER HEARTBROKEN.

Brussels, Jan. 14. The largest German travelling circus, owned by Herr F. M. Sarrazani and named after him, was destroyed by fire last night in Berchem, a suburb of Antwerp, shortly after the last visitor had left the big tent after the evening performance which had brought a record attendance.

Fanned by a high wind, the fire spread rapidly, feeding on the inflammable material piled up everywhere and reaching finally the fuel reserves which exploded scattering burning gasoline over a wide radius and giving a fresh impetus to the blaze.

The alarm was given immediately, and within a few minutes the fire brigades of Berchem and neighbouring suburbs had arrived at the scene. The local garrison, too, was mobilised to assist in fighting the blaze. But their combined efforts proved unsuccessful until the arrival of the Antwerp brigades which finally succeeded in getting the conflagration under control.

Animals Roasted. As far as is known, there was no loss of human life, though many animals perished in the flames. These included fifteen of the largest elephants which sought to assist the firemen by stamping out the flames and were trapped by the collapse of the big top. The remaining elephants, together with over hundred

horses stampeded and were later recaptured. Two lions and a number of smaller animals are believed to have made good their escape and the populace has been warned of the danger.

Incendiary Rumours. The fire created a sensation throughout Belgium, and as there had been considerable opposition against the performances of a German circus, ugly rumours of incendiary spread quickly. However, all these rumours were strongly deprecated by Herr Sarrazani in an interview with representatives of the Press this morning. The circus owner who had not yet recovered from the loss of his animals, many of which he had reared and trained himself, emphatically insisted that there was not the least indication of any foul play. He expressed warm appreciation of the assistance given him by the authorities and the populace before and after the catastrophe.

Fire Brigade Delay. As regards the delay of the Antwerp fire brigade in joining the local brigade, Herr Sarrazani declared that this was due to red tape rather than to any intention of sabotage. The Antwerp brigade, he explained, had to obtain special permission for leaving the city, which took some time, after which, Herr Sarrazani concluded, the brigade made with all possible speed for the scene of the disaster.—Trans-Ocean Kuomin.

## SUBMARINE M2.

Has Not Yet Been Located.

### FEARED LOSS.

Rugby, Yesterday. Although hope has not entirely been abandoned, the gravest fears are now entertained regarding the fate of the 56 officers and men of submarine M2.

The vessel has not been seen, and no signal has been received from her since she dived off Portland Bill yesterday morning, and, although, numerous naval vessels and aircraft have been continuously searching the area, since the alarm was first raised yesterday evening, so far the sunk vessel has not been definitely located, although several uncharted obstructions, possibly old wrecks, have been encountered.

M2 was equipped with an aeroplane, and two members of the Air Force personnel are among the missing men.—British Wireless Service.

## PRINCE OF WALES

SOUNDS RALLY CALL.

### YOUNG & OLD

GIVE OF YOUR BEST TO-DAY.

London, Yesterday. In a striking speech delivered in the Albert Hall to-day, the Prince of Wales sent out a rallying call to the whole of England, young and old, to give of their best in the national crisis.

There were nearly ten thousand boys and girls in the Albert Hall, and the speech was broadcast.

The Prince urged all to "enlist for the duration," for "we are not just facing a few months of grin and bear it." He appealed, particularly on behalf of the unemployed, and urged all those in

## CAIRO MOSLEMS INFURIATED.

American Cafe Stormed.

### CONVERSION INCIDENT.

(Reuter's Special Service). Cairo, Yesterday. The conversion of a Moslem student by an American missionary, who, it is alleged, used hypnotism to achieve this end, led to a first-class fracas here to-day.

A crowd of indignant Moslems attacked a cafe, which, they claimed, was run by American missionaries with the object of attracting Moslems in order ultimately to convert them.

The police have arrested several of the attackers.

The converted student is being sheltered by friends, as he has been threatened with death. The American University authorities disclaim knowledge of the missionary concerned.

work to play the part of neighbour and friend to the unemployed.—Reuter.

## SCHOOL PRIZES

### ELLIS KADOORIE INDIAN SCHOOL

#### MORE ACCOMMODATION NEEDED

Mr. A. el Arculli was to have given away the prizes at the Ellis Kadoorie Indian School, Causeway Bay, this morning, but was unavoidably absent on account of indisposition.

Mrs. A. T. Hamilton, wife of the former head master of the school, very kindly deputised for Mr. Arculli, in the presence of a large gathering which included Mr. A. O. Brawn, of the Education Department.

The Rev. G. E. S. Upsdell, headmaster, read the school report as follows:—

During the year ended December 31, 1931, the school was opened for 229 days as against 228 in 1930. The maximum enrolment during the year was 146 being an increase of 10 over the previous year. The average attendance was 131.37 while that in 1930 was 126.

In February Mr. Hamilton was transferred to be head of Ellis Kadoorie School and I have been in charge from March 1. In July Mr. Hardit Singh returned from leave and greater attention was thus possible to the Junior section of 3B.

The Building. White ants were discovered in 8A class room door posts and window frames and these were renewed. The whole school was rewired by the Electrical Department of the P.W.D. replacing the old wooden casing with lead covered wire, the former having become obsolete. Owing to the increasing number of Indian boys in the Colony the question of further accommodation is beginning to show itself.

Discipline has been excellent throughout due to a large extent to the influence of the Prefects especially during the recess and tiffin hours.

#### Studies and Sports.

Six out of the 13 boys in Class 4 passed the entrance examination into Queen's College; in the rest of the school 92 per cent. of the boys passed the examination at the end of the year into the higher classes. The standard of English still remains very good but the weakness in Mathematics has not altogether been overcome.

Cricket and football still remain very popular which is a great asset as both of these games very materially assist in character development. During the hot months ping pong received its full attention. We are indebted to the Inspector General of Police for kindly providing a drill instructor for the first half of the year.

Health. The health of the school was very good which is only to be expected considering the excellent conditions under which the

amount found due; and (3) other and further relief and costs.

The defendants' case was a denial that on any date they entered into a partnership with the plaintiff, and, therefore, they claim that he is not entitled to the claim set out.

Replying to the plaintiff's claim that for the sum of \$4,000 he became a partner in the importing and exporting business of Messrs. Jhuraj & Co., 25, Wyndham Street, the defendants claim that the money was handed over in the nature of a loan and was to earn 20 per cent. on the net profits, but this arrangement did not carry partnership in the firm.

The plaintiff is represented by Mr. Leo d'Almada, jun. (instructed by Mr. Leo d'Almada, sen.) while the defendants have since refused to take such an account. Plaintiff now claimed in Court: (1) accounts and inquiries; (2) payment to him of the

boys study and the great attention given to them by the Medical Officer of Schools. The whole Staff and School were vaccinated at the end of the year under the supervision of Mr. M. A. Khan.

This continues to be made full use of by the boys and needs enlarging to meet the increased numbers of the school. Thanks.

Our thanks are due to Mr. A. el Arculli for kindly defraying the fees of 4 boys: to the late Sir Ellis Kadoorie for the endowment of a scholarship fund by which no less than 26 boys have had their school fees paid for them as well as for providing the splendid building and grounds at our disposal: in addition to which he provides a scholarship from the school to Queen's College; to Mr. Wu Hay-tong for a scholarship tenable at Queen's College for three years; to the members of the Indian community for subscribing towards the prizes and expenses of our annual school sports; and to the members of the Indian Recreation Club for the use of their ground.

In conclusion may I take this opportunity of sincerely thanking all the members of the Staff for their loyal co-operation and support throughout the year.

#### Mr. Arculli's Absence.

We regret very much that Mr. Arculli is unable to be with us to-day owing to sickness; on behalf of the Staff and School we wish him a speedy recovery to complete health. Fortunately for us Mrs. Hamilton, with her usual gracious and charming manner, has come to our rescue and I have now much pleasure in asking her to give away the prizes.

#### Yaumati School.

#### PLEA FOR ENGLISH SPEAKING CLUB.

Special emphasis on the improving of colloquial English was made by Mr. A. R. Sutherland, at the annual prize distribution held at the Yaumati Government School this morning, when he thanked the headmaster, Mr. C. Mycock, for the honour bestowed upon his wife, Mrs. A. R. Sutherland, in asking her to present the prizes.

To this end he advised the boys to form an English Speaking Club, and to meet several times each week during the holidays, and take walks over the hills, speaking in no other language but English.

The headmaster read the annual report as follows:

The school was opened 898 times—1930—878.

(Continued on Page 5.)

#### STOP PRESS

London, To-day.

His Majesty the King has approved of the appointment of the Rt. Rev. C. R. Duggan, Lord Bishop of Victoria, Hong Kong, as Canon of Worcester.—Reuter.

## SHANGHAI CHINESE BOW TO JAPANESE DEMANDS

### STATE OF EMERGENCY TO BE DECLARED BY S.M. COUNCIL

Shanghai, To-day.

A flotilla of twelve Japanese destroyers and the cruiser Yubari, the latter carrying a landing party of 500, arrived here at six o'clock this morning.

At nine o'clock this morning a bomb, alleged to have been thrown from the roof of a godown at the corner of Whangpoo and Woosung Roads exploded harmlessly on the asphalt of Whangpoo Road, outside the Japanese Consulate. No casualties occurred, but considerable excitement prevailed. The only clue left was a cap with an Anti-Japanese Association label on it.

Chinese well-known in Japanese circles called on the Japanese Consul, Mr. Murai, this morning, and informed Mr. Murai that Mr. Wu Tieh-chen was accepting the Japanese demands and had issued, last night, orders to close down Anti-Japanese Associations. They declared that a formal reply would be handed to Mr. Murai this afternoon, but the time was not mentioned.

#### State of Emergency.

The Shanghai Municipal Council has decided to declare a "State of Emergency" as existing from 4 o'clock this afternoon.

It is learned that Brigadier General Fleming, Commanding the British Forces in Shanghai, will take command of the International Military Forces.—Reuter's Pacific Service.

## CHINESE NEW YEAR FAIR.

The Chinese New Year Fair will be held this year on the reclamation at Wanchai, and indications are that it will be run on the lines of a European bazaar.

A visit to Wanchai, this morning, revealed that the large plot of reclaimed ground abutting the Wanchai Fire Station, is being prepared for the Fair. Bamboo skeletons of booths and stalls arranged in neat rows with plenty of space in between as a safeguard against fire, are already up and it only remains for them to be boarded and "dressed" in gaudy Chinese fashion. The whole Fair Ground is being enclosed with bamboo fencing, while there are tall standards from which electric wiring is being strung across the ground, which promises to be very brilliantly illuminated.

Several openings are left in the fencing for entrances and exits to the ground. Indications are that the main entrance will be on the harbour side of the ground, opening on to Leikuan Road, for here the skeleton of a tall pavilion, one of those picturesque Chinese arches is already in evidence.

#### GENERALLY OVERCAST.

The Royal Observatory's report issued to-day states:— The anticyclone has weakened. It is central near Shanghai and moving Eastward.

A depression has developed over S.E. Mongolia. Forecast: — N.E. winds, fresh; generally overcast.

#### Rainfall.

Rainfall for 24 hours ended at 10 a.m. to-day — nil. Total, since January 1 — nil against an average of 1.20 inches—deficit 1.20 inches.

#### Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	59
Macao	59
Pratas Island	65
Manila	70
Foochow	64
Amoy	59
Chefoo	51
Shanghai	53

## PARTNERSHIP DISPUTE.

In the Supreme Court this morning, the Chief Justice (Sir Joseph H. Kemp, K.C.) opened hearing of a case in which three Indians are in dispute over an alleged partnership in business.

The plaintiff in the case is Ratanchand Jerandas, of China Building, who is suing Pritamdas Hashmatrai Vawani and Utomal Thadani, of 25, Wyndham Street, claiming for accounts and inquiries between the parties as the result of the alleged partnership.

Plaintiff's claim is that on January 16, 1929, a partnership was formed between himself and the defendants for a period of five years, but it was dissolved by mutual agreement on January 31, 1930, on which date the plaintiff retired from the partnership.

It was verbally agreed on the date of dissolution of the partnership, plaintiff alleged, that an account should be rendered, but the defendants have since refused to take such an account. Plaintiff now claimed in Court: (1) accounts and inquiries; (2) payment to him of the

## IMPERIAL ECONOMIC CONFERENCE.

Preparatory Work Making Good Progress

#### INTERVIEW WITH MR. THOMAS.

Rugby, Yesterday. Preparations for the Imperial Economic Conference, provisionally fixed for the second week in July at Ottawa, are making good progress.

The Dominions Secretary, Mr. J. H. Thomas, in an interview, said that representatives of the British Government would attend unhampered by adherence to any particular creed, which, hitherto, had guided British policy. For the Conference to achieve lasting and beneficial results, concessions must not be all on one side, and, for this reason, the British Government had a special interest in the viewpoints of those Dominions whose individual interests differed widely. Detailed examination in advance of matters to be discussed was consequently essential, and here, and in the Dominions, representatives of the Governments concerned were in contact.

The Cabinet Committee, under the former Premier, Mr. Stanley Bruce, in directing the preparatory work in Australia, and the South African Government had appointed representatives for a similar purpose. The British Government was discussing the trade questions that would arise with interested bodies in Britain, and to-morrow he (Mr. Thomas) will meet the British Committee on Empire Trade, comprising re-

## JAPAN AND SHANGHAI.

Japanese Patience Exhausted.

#### BOYCOTT WAR.

Tokyo, Yesterday. A Navy Office statement, concerning yesterday's despatch of warships to Shanghai, stresses that the prolonged anti-Japanese movement in China really amounts to warfare without arms.

The statement also declares that if China fails to heed the warning the Navy will be compelled to take adequate steps to protect Japanese lives and interests, as Japanese patience has been exhausted.—Reuter.

representatives of the Federation of British Industries and Association of British Chambers of Commerce, Chamber of Shipping, and representatives of several manufacturing and trade associations.

Impossible to Advance Date of Conference.

Mr. Thomas, also said, that to advance the date of the Conference was impossible. In view of the domestic affairs here and in the dominions, and in view of the preliminary work to be done. Meanwhile, no negotiations whatever on trade relations with foreign countries would be undertaken that would prejudice free and unfettered discussion at will meet the British Committee on Empire Trade, comprising re-



# MOTORISTS—THIS IS YOUR PAGE

## ROADS DANGEROUS. MOTOR TRANSPORT.

### Accidents to Walkers at Home.

"During 1931 the roads have become for the walking public at least 10 per cent. more dangerous," states a return of the Pedestrians' Association on the number of accidents in the Metropolitan Police area during the first nine months of the year. So far as motorists, the association claims, have at all changed their standards of care and driving it is much for the worse as regards pedestrians.

"The abolition of the speed limits," it is stated, "appears to have made successful police prosecutions very much more difficult."

The largest increase in the number of deaths was among children under 5 years of age, the return continues. There were large increases in two other classes of accident in which no blame could be attached to pedestrians.

"If conditions have become so much worse in an abnormal year of reduced traffic what will happen when traffic resumes once more its normal development? It is obvious that immediate action is urgently necessary."

### Exhibitions in Great Britain — and After.

London, Dec. 30.

With the close of the year interest has again centred in Olympia, and this year possibly more so than ever before, for the Motor Exhibition and the Commercial Motor Transport Exhibition which followed coincided with a period of intense and unparalleled economic difficulty, shared by every country in the world.

Indeed, this state of world trade, coupled with the political situation at home, gave rise to very serious consideration as to the wisdom of continuing with the arrangements for holding the annual Motor Car Exhibition, and the biennial Commercial Motor Transport Exhibition at Olympia this Autumn, but it was felt that it was the duty of the Motor Industry to spare no effort to keep the wheels of trade moving, and that this could best be assisted by proceeding with the Exhibition arrangements.

Olympia has become, in a very real sense, the motor market of the world, and the international character of the Exhibitions organised by the Society of Motor Manufacturers and Traders, Ltd., has proved of great value to the British Motor Industry, affording, as it does, an opportunity of which British Manufacturers are glad to avail themselves, for displaying their range of vehicles

alongside those of their competitors in all the producing countries of the world.

The Exhibitions this year have been held at a time when the British Motor Industry is, perhaps, one of the important exporting industries of the world least affected by the prevailing world trade depression, and when it has within itself the determination and the means of occupying, with a return to more normal conditions, a position of growing importance in the motor markets of the world.

The world position is not unlike that which followed upon the long period of the Napoleonic wars, and its recovery may again be brought about largely by British initiative and enterprise. Then it was to the British Railway Engineer that it owed the improvement and expansion of its communications. Railways were constructed under the direction of the British Railway Engineer. Locomotives, rails, rolling stock, were all produced in the workshops of Great Britain, and shipped to all quarters of the globe.

The age of railway transport has declined, but economic and rapid transport is, even more essential to the prosperity of industry, individual, and nation than it ever was, and it is to the road vehicle that the world now turns to provide its requirements. Highway construction is vital to world prosperity, and the role played by the Railway expert of last century has now to be adopted by the Highway Engineer and the Vehicle Manufacturer.

The products manufactured in Great Britain must, by all practical means, be exchanged for the raw material and foodstuffs required for the population at home. The future development of the Empire and the world will demand increasingly a variety of mechanically-propelled road vehicles for general utility purposes, whilst transportation cost constitutes an important item in the price of the finished product, whether it be for home consumption or for export.

In all these respects the motor vehicle is destined to play an even more important part than hitherto, for it provides a flexibility of movement and a service of individual transportation that has, in a comparatively short time, supplemented, and in some directions superseded older forms.

The direction in which motor transport can best prove its value to the future prosperity of the world opens up an interesting, if difficult, problem, but there is no doubt that in the field of modern and economic transport of passengers and goods the factories of Great Britain are inspired by the spirit of initiative, enterprise, and courage.

### TAR TRANSPORT.

There is no doubt that the ultimate development of tanker transport will be dependent, to some extent, upon the success achieved in the conservation of liquid temperatures. There has lately been a considerable amount of experimental work undertaken in this connection, and each vehicle designed to carry liquids at constant temperatures, that appears in the transport field, is in consequence now regarded with wide interest.

One of the latest to come from the A.E.C. factory at Southall is a 2,500 gallon tar tanker mounted on the new 120 h.p. "Mammoth Major" six-wheel chassis.

In this case 5,400 sq. feet of aluminium foil are used for insulation purposes, and a space of 3½ inches left round the tank shell for the reception of the insulating material. Although the net weight of this is only 28 lb., the body makers have been easily able to achieve and guarantee to the operators of the vehicle a twenty-four hour conservation of temperature with 20° C. as the limit of the fall. The actual temperature at which the liquid tar should be carried is 220° C.

The cylindrical, welded steel tank is 17ft. 9in. long, 5ft. 6in. wide, and weighs 30 cwt. Its actual maximum carrying capacity is 2,650 gallons. Three baffles, a manhole, and air vents are fitted, and there is a drip tray to prevent the tar overspilling when loading. For support, five Duralumin bolsters are employed and these, with a 2½ cwt. cab of the same alloy, materially assist in lessening the dead weight of the vehicle.

At the fore-end of the tank a Stothert & Pitt pump is mounted, capable of delivering or discharging 4,000 gallons per hour through the 8in. pipelines, at a normal speed of 250 r.p.m. This has a maximum suction lift of 15 feet.

The pump is driven by chain from the power take-off, and the main suction and discharge pipes are carried from front to rear inside and along the bottom of the tank, thus ensuring a minimum loss of heat. All connections to the pump are made by means of flexible steel pipe fitted with standard flanges. By a system of stop valves the tar can be discharged through the pump using the same flange as that employed for suction purposes.

There are, in addition, 5ft. and 3ft. gravity discharge outlets, controlled by three-way valves, and two discharge pipes operated by cocks from which barrels may be filled.

The unladen net weight of this "Mammoth Major" tanker is 8 tons 11 cwt.; this enables a net load of nearly 10½ tons to be carried, which, considering the nature of the load, and the conditions imposed regarding the retention of heat, may be regarded as an outstanding achievement.

### "SPEED."

### Sir Malcolm Campbell's Life of Thrills.

In his preface to "Speed," the biography of Sir Malcolm Campbell, Mr. J. Wentworth Day, of the "Field," says that when the transition from the Horse Age to the Motor Age is analysed in future history, Campbell's name will stand with that of Stephenson.

"This is a bold statement to make of one motorist in a world which holds so many motorists," he says, "yet consider the achievements of this man. He has thrown the inheritance of a brilliant brain, the creation of a lucrative business, the possession of a large fortune, and the risk of his own life completely and without hope of personal gain, into the building, designing and driving of motor cars which have set up more world's land speed records than have ever stood to the credit of any one man before."

"Malcolm Campbell at the present day is a national hero. And, unlike some heroes, he is a national asset — an ambassador not only of trade, of Imperial prestige, but of the spirit of manliness and adventure."

The book tells the story of Campbell's life from the days when a youth called Malcolm Campbell was fined 30s. in Bromley police court for riding a bicycle at what the magistrate described as a totally unnecessary

speed of 27 miles per hour. "We hope this will be a lesson to you not to travel so fast in future," added the magistrate.

After Campbell left Uppingham, he went to Germany, where he took up bicycle track racing. Speed became almost an obsession. That was the beginning of his career of speed.

Mr. Wentworth Day graphically tells of Campbell's amazing adventures. There is hardly a page without a thrill: if it is not to tell of speed records at Pendine or Daytona, then it is the Treasure Island-like story of Sir Malcolm's voyage to the Cocos Islands with K. Lee Guinness on a search for £12,000,000 lost treasure.

Although the book is first of all a book of adventure, it shows how valuable to this country have been the achievements of Sir Malcolm. These achievements are not yet finished.

"And this impressive tale of achievement, of danger and of honour, is not yet ended," Mr. Wentworth Day says. "The last chapter remains unwritten. The final honour is unbestowed. The greatest risk has yet to be taken."

### ORDER FOR SCOTTISH FIRM.

Messrs. Albion Motors, Ltd., of Scotstoun, Glasgow, announce the receipt of a substantial order for six-wheel vehicles for the War Office.

It will be recollected that the Indian Government have purchased nearly 300 machines of this type.

### SCHNEIDER TROPHY

### Value to Motor Industry.

The answer to many people who wonder what is the value to the motor and aviation industries of speed attempts like the Schneider Trophy race was given last month by Mr. A. F. Sidgreaves, the Managing Director of Rolls-Royce, Ltd., one of the most prominent figures in the industry.

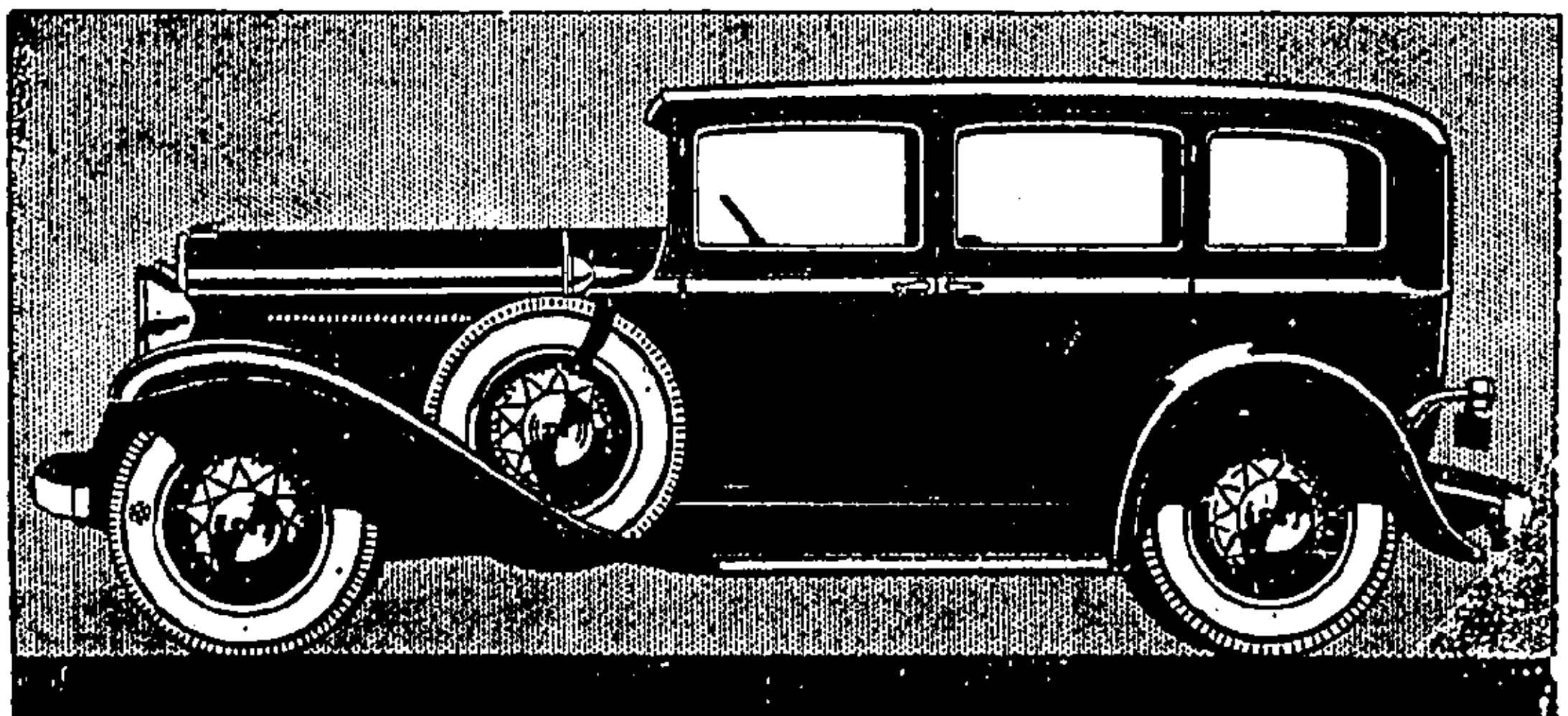
"As a result of the test this year," Mr. Sidgreaves said, "all the main components of these engines have undergone a definite improvement, and, in consequence, the life of the standard engine in service will be much longer than it would otherwise have been."

"From the development point of view," he added, "the Schneider Trophy contest is almost an economy, because it saves so much time in arriving at certain technical improvements. It is not too much to say that research for the Schneider Trophy contest over the past two years is what our aero-engine department would otherwise have taken six to ten years to learn."

Much that they had learned from the contest was capable of being applied to their Rolls-Royce cars in general use.

"For the last few years," he added, "Britain's supremacy in the manufacture of aircraft is generally recognised, and is due to the experience and knowledge gained in contests such as the Schneider Trophy."

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## SOME BRITISH CARS FOR 1932

## SIX-CYLINDER "TWENTY" AUSTIN.

"Twenty." — The six-cylinder "Twenty" was designed to meet the demand for a car of the highest class, giving luxurious comfort at an economical price. A new chassis, having a wheelbase of 10ft., has been introduced for us with certain of the owner-driver models, and this is considerably lighter than the existing 10ft. 10in. and 11ft. 4in. wheelbase chassis, which are still available, and embody further improvements. The lightening of the shortened chassis has been effected by the use of new front and back axles of light construction which incorporate great strength and rigidity.

"Sixteen." Although introduced just over three years ago, the "Sixteen-Six" is one of the most popular in the Austin range. The model has a top gear performance of from six to sixty miles per hour without vibration or labouring, with a remarkable degree of liveliness. Certain new body designs have been introduced, and though detailed improvements have taken place on the "Sixteen" chassis, there has been no radical change.

"Twelve." (4-cylinder). — This reliable model is still available, and with the introduction of new coachwork types is certain to prove increasingly popular.

"Twelve-Six." — This latest addition to the Austin range was only introduced early this year, but has rapidly become popular. It was specifically designed as a light six-cylinder car to accommodate four persons and is not an adaptation or variation of previous models. Simplicity, economy, and dependability are its three dominant features. The engine, rated at 14.5 h.p., is smooth and has a good top gear performance, whilst the power to weight ratio is very high, the saloon complete only weighing 19½ cwt. The four passenger saloon is retained, though a deluxe edition is introduced, also a touring car and a two-seater. There is no change in the chassis.

"Seven." — Each year the wonderful record of achievement and dependability of the "Seven" under most exacting conditions, both at home and abroad, win much admiration. Although no alterations have been made to the chassis, a new de luxe saloon has been introduced, the bodywork of which is the same as the standard model but with refinements to the interior and exterior finish. The car is upholstered in real leather, and a sunshade roof is fitted.

Crossley — New 10 H.P. Model.

The most interesting feature of the Crossley 1932 programme is the introduction of a new 10 h.p. model. The engine is a four cylinder, 63 m.m. bore x 90 m.m. stroke, R.A.C. rating, 9.8 h.p. The model has a wheelbase of 9ft. 0½ ins. and a track 4ft. 6 ins. Silence has been very carefully studied, and suspension is such that high speeds can be indulged in with safety. The gearbox has four speeds, in which a silent third is incorporated. Braking is operated by the Lockheed hydraulic system. The following models will be available: — family saloon; semi-sports saloon; de luxe semi-sports saloon; de luxe family saloon, sports 4-seater; and semi-sports coupe.

Other Models. — The 15.7 h.p. Silver Crossley will be marketed throughout 1932, and a number of detailed refinements have been made.

The 20.9 Golden Crossley is a more powerful car than the

Silver Crossley, and has a speed of approximately 75 m.p.h. Twin top gear-box, self-energising brakes, and a very lavish equipment.

The 20.9 h.p. Super-Six Limousine or Landulette will also be marketed throughout 1932. They provide ample accommodation for seven persons.

Humber. No drastic alterations in design, specification, or price have been made, and the three models which have proved so successful during the past two seasons are to be continued. Numerous detail improvements have been incorporated, which result in even better appearance, comfort, reliability, and value.

The steering has been made lighter, more responsive and positive at all speeds; suspension has been improved by mounting the double-acting hydraulic shock absorbers transversely at the fore end; the braking system generally has been overhauled, and the drums reinforced by ribs.

The Pullman models, which have longer chassis, have been fitted with entirely re-designed bodies. The radiator is deeper, and the waistline higher than on the previous types, making the back view very neat and attractive. Three body styles are available on the Pullman chassis — limousine, landulette, and cabriolet de ville.

A very complete range of models is listed, from the 16/50 "ourer to the Pullman cabriolet de ville. All models are fitted with safety glass throughout.

Hillman. Hillman announce a very strong programme for the forthcoming season. The Wizard and the Vortice are, of course, leading features, and no radical changes have been made in their main design. As regards the Vortice, a new sports saloon has been introduced.

A new "small" car has been introduced — the Hillman "Minx", seating four persons in comfort, yet the chassis has a wheelbase of no more than 7ft. 3in. The engine is a four-cylinder, with side-by-side valves, of 9.8 h.p. R.A.C. rating. The Minx engine has a 3-bearing crankshaft.

The chassis is strongly constructed and well sprung. The gear-box provides 3 speeds and reverse. Powerful four-wheel brakes are employed. The saloons have pressed steel panelled bodies, and there are, in addition to the family and de luxe models, saloons of the sporting type, and a sports tourer.

Morris. A new motif is given to the whole Morris 1932 programme by a handsomely re-designed radiator, chromium finished on all models. Six cylinder models are provided with automatic radiator shutters, also chromium finished. All saloon and coupe bodies have a streamlined or "Eddyfree" front, which is not only smart in appearance, but also, by facilitating air flow over the roof, adds appreciably to silent, speedy, and economical running.

8 H.P. Morris Minor. The side-valve engine introduced in February last and now standard throughout the "Minor" range, remains unaltered for 1932, and is absolutely identical as regards cylinder block and pistons with a car which has achieved over 100 m.p.h. and 100 m.p.g. under Royal Automobile Club supervision.

Four models are offered — a two-seater, a tourer, a fixed head Saloon, and a sliding head saloon.

thing but the big high-powered car could be sold.

The day of the light car in overseas markets was coming, and the hopes of recapturing the trade America took from us during the war had at last some solid foundation. Already, Sir William Morris pointed out, the British motor manufacturers exported a larger proportion of their output than the Americans.

A NEW EIGHT-CYLINDER FORD?

The New York correspondent of the Central News learns that the Ford Motor Company in a dramatic almost overnight move has changed its plans for a revised model "A" car. The company will instead bring out a car with an eight-cylinder "V" engine at prices close to those of the present model.

## CREOSOTE OIL FUEL

## Criticism by a Motor Expert.

Mr. S. E. Crooke, works manager and chief engineer of Crossley Motors, Ltd., in an address in Manchester to members of the Institute of Transport on "The possibilities of the Diesel engine for road transport," referred to the use of creosote oil as fuel, which is to be experimentally used on a few Salford buses.

Mr. Crooke said there was nothing new about the use of this fuel. It was used in cars as far back as 1902, but engineers had always fought shy of its adoption, for petrol was used as well as creosote, and the amount of petrol used varied in accordance with the type of route on which the machine operated. The greater the number of stops, the higher the petrol ratio, which varied between 50 per cent. petrol and 7 to 1. In a city like Manchester or Salford this ratio would obviously be high.

In Belfast, where for some little time experiments had been carried out with creosote and petrol as fuel, they were obtaining about 8½ miles per gallon with a single-deck omnibus, and it was found that the cost per mile was approximately .78d. With a compression ignition engine, the fuel cost of the double-deck buses operating in Manchester worked out at 43d. per mile.

## HUMBLE PEDESTRIANS.

## Judge And Rights Of The Road.

Giving judgment in Westminster County Court on December 22 in a case concerning a woman pedestrian who was knocked down by a lorry, Judge Turner said:—

"There may be pedestrians who are an annoyance to motorists, just as there are motorists who are an annoyance to pedestrians, but the human foot passenger still has some right on the King's highway."

The pedestrian, Miss Ida Martin, a waitress, of Sutherland Place, S.W., claimed £87 damages for personal injuries from John Underwood and Son, Ltd., monumental sculptors and undertakers, Boundary Road, N.W.

Miss Martin said that she received head injuries and shock. She was in hospital four days, and still felt effects of the accident, which occurred on August 14. The lorry was fifty yards off when she started to cross the road.

Mr. Nix, a pedestrian, said that Miss Martin crossed very slowly, with her eyes fixed on the ground. Judge Turner: Lord Chief Justice Coleridge said that people were entitled to walk across the road and look at the stars. If you see a person walking across the road very slowly you have to pull up. Did the oncoming lorry stop you crossing?—Yes.

His Honour, giving judgment for Miss Martin for £45 5s. 11d. and costs, said that the men on the lorry seemed to have expected Miss Martin to run away and clear the road for them.

## "SELLING" NIGERIA.

A convoy of Morris-Commercial trucks, including a six-wheeler model, and comprising also a Morris Isis and a Morris-Oxford, has lately completed a comprehensive tour of Nigeria, West Africa. Four thousand three hundred and fifty miles were covered in exactly four months, and some twenty-five of the principal towns in this territory visited. Numerous demonstrations were given, the majority of them to native potentates, and the officials of the Morris Distributors West African Motors, Ltd., of Lagos, who organised the trip, state that none but extremely favourable impressions were left everywhere in the convoy's wake.

The usual crop of adventures and interesting experiences associated with such journeys over undeveloped country were encountered. Some miles from Kontagora the six-wheeler, which carried off the chief honours during the tour for the masterful way in which it overcame the most formidable obstacles fell foul of a difficult "S" bend, and completely turned turtle. Not the slightest damage was sustained by the chassis, however, and the driver and his companion escaped comparatively unscathed. The vehicle was quickly righted, and not long afterwards was engaged in distributing Government grain throughout the district, which was suffering from a visitation of locusts.

## INDUSTRIAL ENGINES.

In response to many requests during the last year or two for Morris engines for industrial purposes, Morris Motors Ltd. now offer two four-cylinder side-valve industrial units of 10/20 h.p. and 12/24 h.p. respectively. With all the resources of the largest manufacturers of petrol engines in Great Britain available for their production, these models are rapidly gaining in popularity. Many repeat orders have been received from firms possessing equipment for the operation of which the Morris Industrial Engine is particularly designed, for example lighting and welding plants, concrete mixers, air compressors, light locomotives, artesian well drilling plants, light portable cranes, pumping sets, motor winches and shop trucks.

Several of these new Morris units were shown, and created considerable interest, at the Shipping, Engineering and Machinery Exhibition held at Olympia, London, during September.

## AN ARAB "STEED."

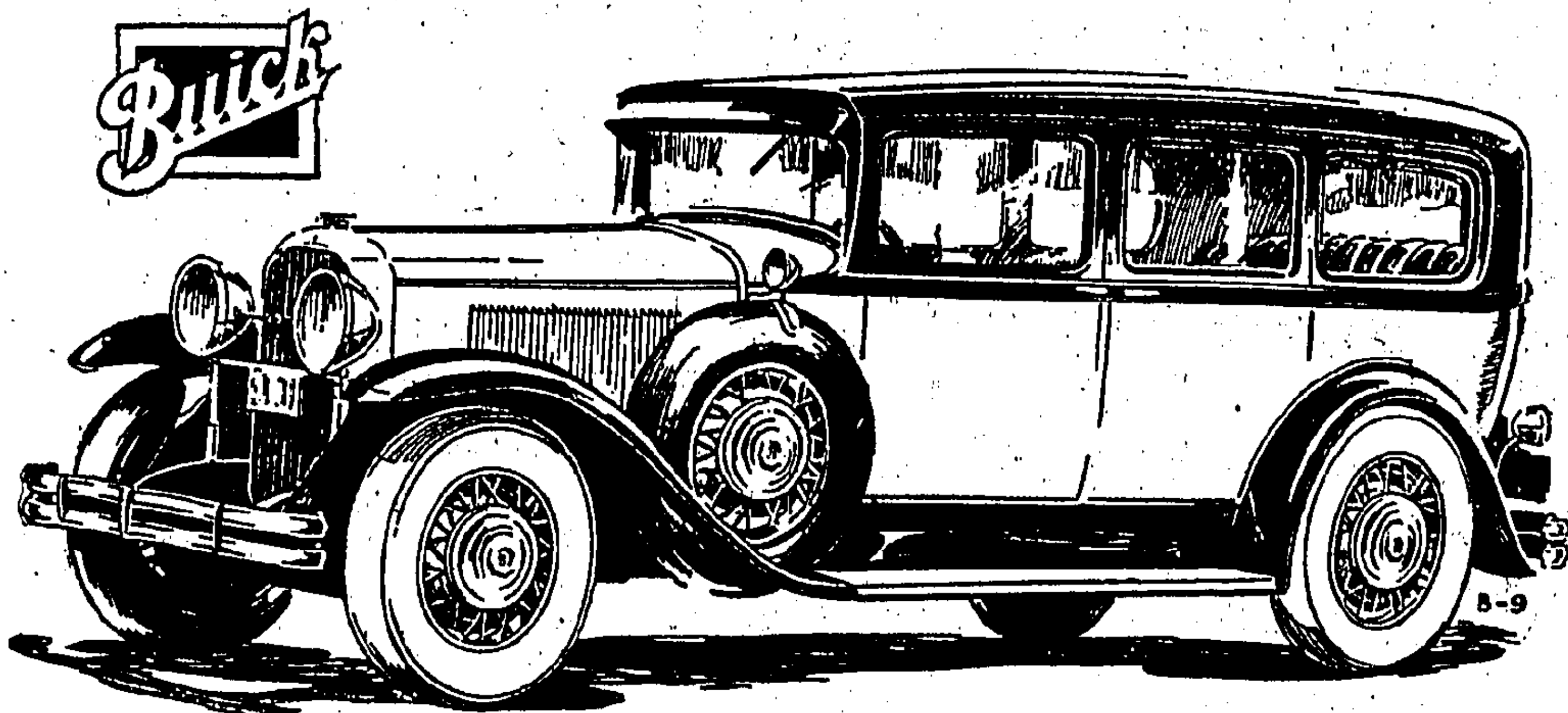
At Birnin-Kebbi, the Emir rode on the six-wheeler across a ravine, and in return staged, for the convoy's benefit, a thrilling exhibition of native sword-dancing. At Kano, in the extreme north, much amusement was caused by an Arab, the proud possessor of an ancient Morris-Cowley. This Arab waited till the six-wheeler had given its usual demonstration, and then proceeded to traverse with much jolting the identical "road" a series of hillocks and potholes.

At Horin the local Emir was given a ride in the Morris Isis saloon, and was much impressed with this and other units of the successful convoy.

## AUSTIN LEADS OVERSEAS.

Interesting registration figures in Cape Colony, South Africa, have recently come to hand. Out of the 978 cars of all makes, registered in the Colony during the first six months of 1931, three manufacturers accounted for no less than 483. Of these, Austin headed the list with 188.

## PRODUCT OF GENERAL MOTORS



## THE EASIEST CAR IN THE WORLD TO DRIVE

Buick owners will tell you that the Buick Eight is the easiest car in the world to drive. You will hear many of them remark on how fresh and relaxed they feel after driving their Buicks all day.

Here's the proof. Drive a Buick Eight. See how easily it steers... how easily and silently the gears shift... how easily and quickly a light pedal pressure will bring the car to a smooth, full stop.

Complete, perfect control at all times. Control of steering — control of brakes — control of engine operation — all at the instant command of the driver. And that is just one of the reasons why women, as well as men in all parts of the world, buy from two to five times as many Buicks as any other car in Buick's wide price range.

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33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

## BUYERS' GUIDE

## MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.  
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

FIAT MOTOR CAR.—A. Goake & Co., China Bldg., 7th floor. Tel. 22221.

MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLYS-KNIGHT & WHIPPEY MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

## MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 28044.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLYS-KNIGHT & WHIPPEY TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

## MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.

NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

## TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 58233.

FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

INDIA TYRES.—W. R. Loxley Co., York Bldg. Tel. 22285.

MICHELIN TYRES.—A. Goake & Co., China Bldg., 7th floor. Tel. 22221.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

## HAS TIDE TURNED?

## Sir William Morris Sees Signs Of Change.

A hopeful note was struck by Sir William Morris at an informal luncheon he gave in London on December 22. Speaking of industry in general, he declared that in the last three months he had seen evidence of an unmistakable change for the better. Confidence was beginning to return, and if all our manufacturers would renew their courage and enterprise we should soon be on the way to full recovery.

In regard to his own business, the recovery since September 1 had been remarkable. The motor export trade, he added, was also more promising. There was now less of the old insistence, abroad, that no







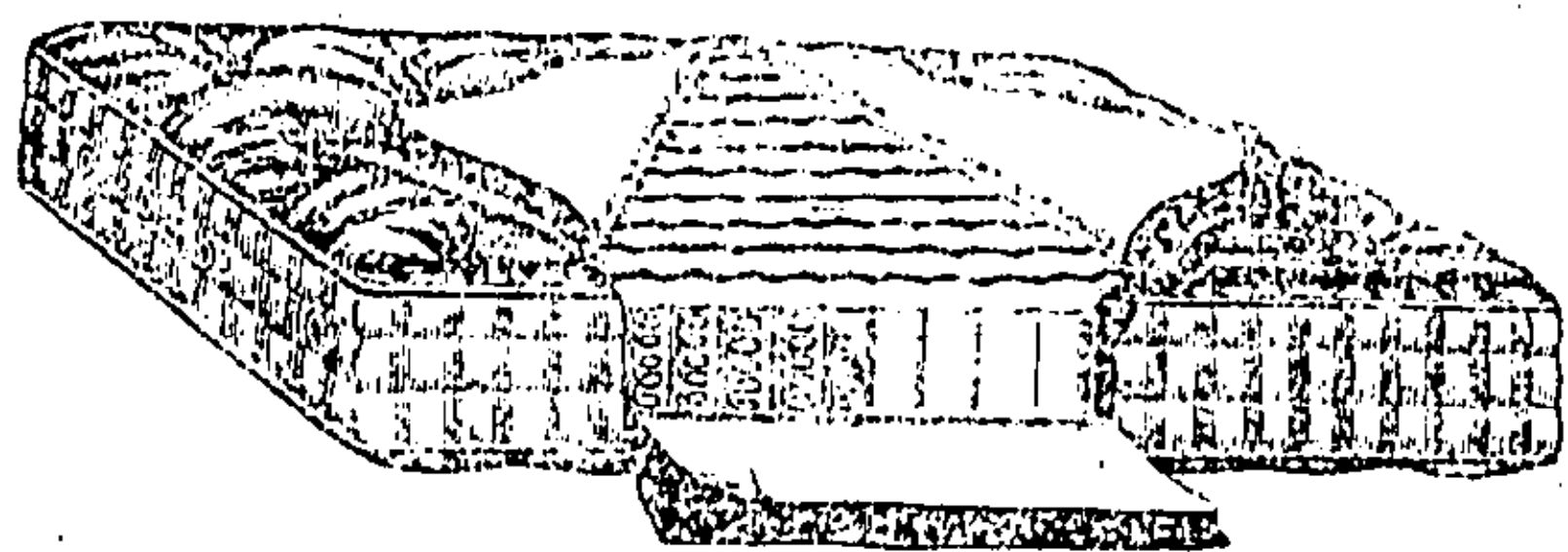
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etc., etc.

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OPEN DAILY 11 A.M. TO MIDNIGHT.

We take pleasure in offering the following special menus for the consideration of our patrons. These special menus are prepared by our expert chef.

### MENU.

1. Shark's Fins with Yellow of Crabs in Special Soup.
2. Roasted Fowl Livers & Mutton Leg.
3. Steamed Fresh Mushrooms in Shrimp-Roe Gravy.
4. Stewed Duck with Greens.
5. Thick Milk Gravy with Preserved Fruits.
6. Mixed Rice in Fresh Lotus Leaf.

PRICE:—\$2 per dinner per head.

1. Shark's Fins with Yellow of Crabs in Special Soup.
2. Roasted Fowl Livers & Mutton Leg.
3. Steamed Fresh Mushrooms in Shrimp-Roe Gravy.
4. Thick Milk Gravy with Preserved Fruits.
5. Mixed Rice in Fresh Lotus Leaf.

PRICE:—\$1.50 per dinner per head.

### A LA CARTE.

Single dishes can be obtained at Prices on list.

### ESPECIAL.

Special dishes ready for Patron's Order at all hours. There is a special à la carte menu in English from which patrons can order other dishes also as moderately charged as the menu. One can choose to the individual taste, chicken, duck, swab, shark's fins, bird's nest soup, beef or fried gumpas, pigeons, as well as one hundred other delicacies too numerous to enumerate.

**THE CHINESE RESTAURANT, LTD.**

28, Des Voeux Road Central.  
T. C. LUM (Manager).

## CHRIST CHURCH SHAMEEN.

New Page in Its History.

### RE-OPENING CEREMONY.

On the morning of Sunday, January 24, a new page in the life and history of Christ Church, Shameen was completed.

In the midst of all the anxiety and depression prevailing throughout the world this little church, in the fullest sense of the word, has taken on a new lease of life. For nearly seventy years Christ Church has stood where it is to minister to all who have cause to draw near and use its services. Some seven months ago it became known that the roof of the building was in bad condition and in need of a thorough overhaul—expert opinion recommending an entire new roof. It was thus obvious that whatever decision might be made regarding repairs, a considerable amount of money would have to be spent on renovating the Church, and the Committee decided to follow the advice given and build a new roof. This entailed closing the building and holding the usual services elsewhere while repairs were being carried out. The Committee were very fortunate in being granted by the Master and Wardens the use of the Hall of the Masonic Lodge for the Sunday morning services. To them, a debt of gratitude is due for their act of courtesy in loaning the Hall free of all charge. The Masonic Hall, it should be added, was admirably suited to this new purpose.

### A Broad View.

Seeing that the present is a time when the rendition of concessions and all that this may involve is being frequently discussed by foreigners in China, the Church Committee naturally gave this point their careful consideration before deciding on the scheme for renovation. They are to be congratulated on taking a broad view of the position, and for their determination to tackle with courage the big task before them which they have now completed successfully. The work was carried out by Messrs. Blackmore and Blackburn, Ltd., of Hong Kong, under the supervision of Mr. Thomas Brameld, L.R.I.B.A., who are to be congratulated on the result of their labours. Christ Church, Shameen, is again a worthy place in which may be continued, it is hoped for many years, the work for which all churches are built, and satisfaction may be felt when one realises that posterity will possess a church of which it may be justly proud, whether the status of the concession be changed or not.

There still, however, remains the inevitable burden of debt, (in this case H.K.\$18,000) to be cleared off now that the actual work of restoration is finished. As the Bishop pointed out in his address at the opening service, this is too large a sum for such a small community as that now living on Shameen to raise unaided, that is if the debt is to be wiped out at a reasonably early date. It is, therefore, almost unnecessary to add here that donations towards the Christ Church Repair Fund from any persons who may read these lines will be gratefully acknowledged by the Committee.

### Thanksgiving Service.

The re-opening ceremony which took place at the hour usual for Morning Prayer, was in the form of a specially prepared service of thanksgiving and re-dedication with Matins following. The service opened with the singing of Psalm CXXII, "I was glad when they said unto me." During the singing of this the Bishop, preceded by the clergy, the Revs. C. I. Blanchett and H. A. Wittenbach, the latter bearing the Bishop's Pastoral Staff, moved up the aisle from the South Door to his seat in the Sanctuary. Then followed the bidding and prayers led by the Bishop after which, all kneeling, "Veni Creator Spiritus" was sung. Prayers having a special bearing on the occasion were then said the Bishop again leading, and then after the hymn "Now thank we all our God" had been sung, that part of the service directly connected with the re-opening of the Church concluded. Matins followed on immediately, and a feature in this service was the

The maximum enrolment was 257—1930—274.  
The average daily attendance—241. 1930—254. 97.4 per cent. 1930—97.8 per cent.

The absences in most cases have been caused by sickness. The Railway disaster in April at Taipo interfered with the attendance of boys from the New Territories, but it was praiseworthy to find that so many of them walked to school until leave of absence was granted them.

### Staff.

I relieved Mr. Handyside as headmaster from January 2. Mr. Pong Wing-shiu was transferred from Queen's College in March to replace Mr. Chan Kam-tai, transferred to Taipo School. The Staff consisted of the Headmaster, 2 European Mistresses, 7 Anglo-Chinese Masters and 3 Vernacular Masters.

### Fees.

The fees remained unchanged i.e. \$5 on entrance as Medical fee and \$5 per month.

### Building.

During the mid-Summer Vacation the building received its annual overhaul and the class rooms were brightened by being colour washed.

### Discipline.

The discipline throughout the school remains good. There have been cases of misbehaviour during Chinese in Classes 5, but they were of a very minor nature.

### Organisation.

Geometry and Algebra were replaced on the syllabus for Class 4. The remainder of the syllabus remained unchanged. Classes 7 and 8 used the New Method Readers. History Readers were used for the first time in Classes 4, 5 and 6. The Educational Pictorial Pictures were in use throughout the school as subject matter for Colloquial and Composition Lessons.

### Health.

Dr. Laing, the Assistant M.O. Schools, carried out inspections on three occasions during the year. 35 boys received Government spectacles.

To Dr. Lee Ying-yau at the Public Dispensary, and the M.O. Kowloon, we owe thanks for their treatment of 63 cases of minor illness. I think parents are now beginning to appreciate the value of those inspections by showing a greater willingness than formerly to act on recommendations made. An invitation to be present at these inspections is extended to all parents or guardians concerned.

Mr. Ho Yan-tak was absent five weeks through sickness. With this exception the Staff has had one of its best records of health in recent years.

### Studies.

English:—232 boys were examined—197 passed—85 per cent.

Singing of Sir George Elvey's anthem "I was glad when they said unto me" by the choir who together with the organist are to be congratulated on a fine rendering.

Among those at the service were H.B.M. Consul-General and Mrs. Herbert Phillips, the Senior Naval Officer and other officers and men of the West River Patrol, as well as many residents in Shameen and elsewhere. All present helped by their hearty singing to make the service a reality and an inspiration, and the occasion a memorable one in the already interesting history of Christ Church, Shameen.—Contributed.

## GENERAL HO.

Friendly Attitude Toward Japanese.

Shanhaikuan, Jan. 11. When it was reported that the Japanese troops in Manchuria were making a steady advance towards Chinchow, both the Chinese inhabitants and Chinese soldiers at Shanhaikuan became uneasy and many foolish reports were spread regarding the occupation of Shanhaikuan by the Japanese troops, but the 9th Brigade Commander of the Chinese troops stationed at Shanhaikuan, General Ho Chu-kou endeavoured to calm the populace and prevent any unnecessary panic. He was particularly careful not to permit any of his men to give reason or cause for any clash with the Japanese troops stationed there. This sincere desire to live on the part of the Commander of the Chinese troops at

## SCHOOL PRIZES

(Continued from Page 1.)

Chinese:—232 boys were examined—206 passed—89 per cent. The following classes showed particularly good results: 5a, and the two divisions of Classes 7 and 8.

The general standard of work, considering the material we have, is high. Boys from the New Territories are generally speaking backward in comparison with the town boys. By the time they reach Classes 5 and 6, they have usually gravitated to the B Division.

I would like to see an improvement in the Standard of Oral and Written Composition in most classes.

Class 4 presented 29 boys for examination, of whom 19 passed or 65.5 per cent.

Four boys failed in Chinese. The results were as expected and conformed to those of the Half-Yearly Examination.

The class did not do itself justice in either Mathematics or Geography.

In June the Chinese Y.M.C.A. Kowloon, organised a Chinese Essay Competition open to teams of four from all schools in Kowloon for a Cup kindly presented by Mr. Fung Keung. Wong Ting-nan obtained 96 marks and was placed 2nd in the test. The team won the Cup with a total of 366/400 marks.

### Athletics.

The 45th Annual Sports attracted a record number of entries and competition was very keen.

Football, Volley Ball and Ping Pong are also played. The Inter Class Volley Ball Shield, was won by 5a.

Volley Ball and Ping Pong are enjoying great popularity mainly due to the recent formation of School Leagues by the Chinese Y.M.C.A. The School Team won the Kowloon Schools Ping Pong League Shield.

Swimming has been confined to the public beach at Lai Chi Kok. Many friendlies have been played on the School Football ground at King's Park.

Athletics generally are in a healthy condition.

### Library.

The Library is used almost daily. The supply of periodicals has been maintained, and the boys are beginning to show a little more decided interest in the affairs of the outside world.

A visit to the Central Theatre to see the forest film "Range" was much enjoyed.

I wish here to thank my Staff for their loyal support and co-operation during the year.

With a continuance of the happy tone prevailing in the school, it is an easy matter to predict progress and success in the future.

After reading the report, Mr. Mycock called upon Mrs. Sutherland to present the awards.

Shanhaikuan has been much appreciated by the Japanese military authorities and very friendly relations have been established between the Japanese detachment and the Commanding Officer, General Ho, which, naturally, caused a change in attitude of not only the Commanding officer, but also of the men under his command towards the Japanese troops.

It is also reported that, quite recently, General Ho told one of the Chinese officials that he is also appreciative of the Japanese treatment and fair mindedness, adding that the Japanese troops are well disciplined and have always been trying to have friendly relations with the Chinese troops. General Ho is now advocating a Sino-Japanese friendship. — Japanese Information Bureau.

## HOTEL GUESTS

At Peninsula Hotel, Kowloon.

Miss G. Findlay, Miss A. Bates, Miss E. Reid, Mr. E. Brunsford and son, Dr. D. H. L. Wolfe, Mr. E. H. Bernstein, Dr. C. M. Foster, Mr. O. D. Burnette, Mr. W. F. Taylor, Capt. T. F. Evans, Miss A. M. Ross, Mr. and Mrs. J. J. Mannors, Mr. Bonavita, Mr. Wright, Mr. and Mrs. Meester, Mr. Stock, Mr. Winterson, Dr. Saä de Waldema, Mr. and Mrs. E. Hall, Mr. A. Carpi, Mr. K. E. Prickett, Mr. and Miss Stranack, Mr. A. P. Sanderson, Mr. W. B. Dill, Miss E. Silverthorne, Mr. and Mrs. C. E. Jude, Capt. Alexander, Mr. E. E. Russell, Mr. W. Urban, Mr. W. Farman.

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21, Nathan Rd., Kowloon.

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A Select Private Hotel furnished with an eye to the comfort of its tenants. Single and double suites of rooms with private bathrooms attached.

## THE HARBOUR VIEW PRIVATE HOTEL

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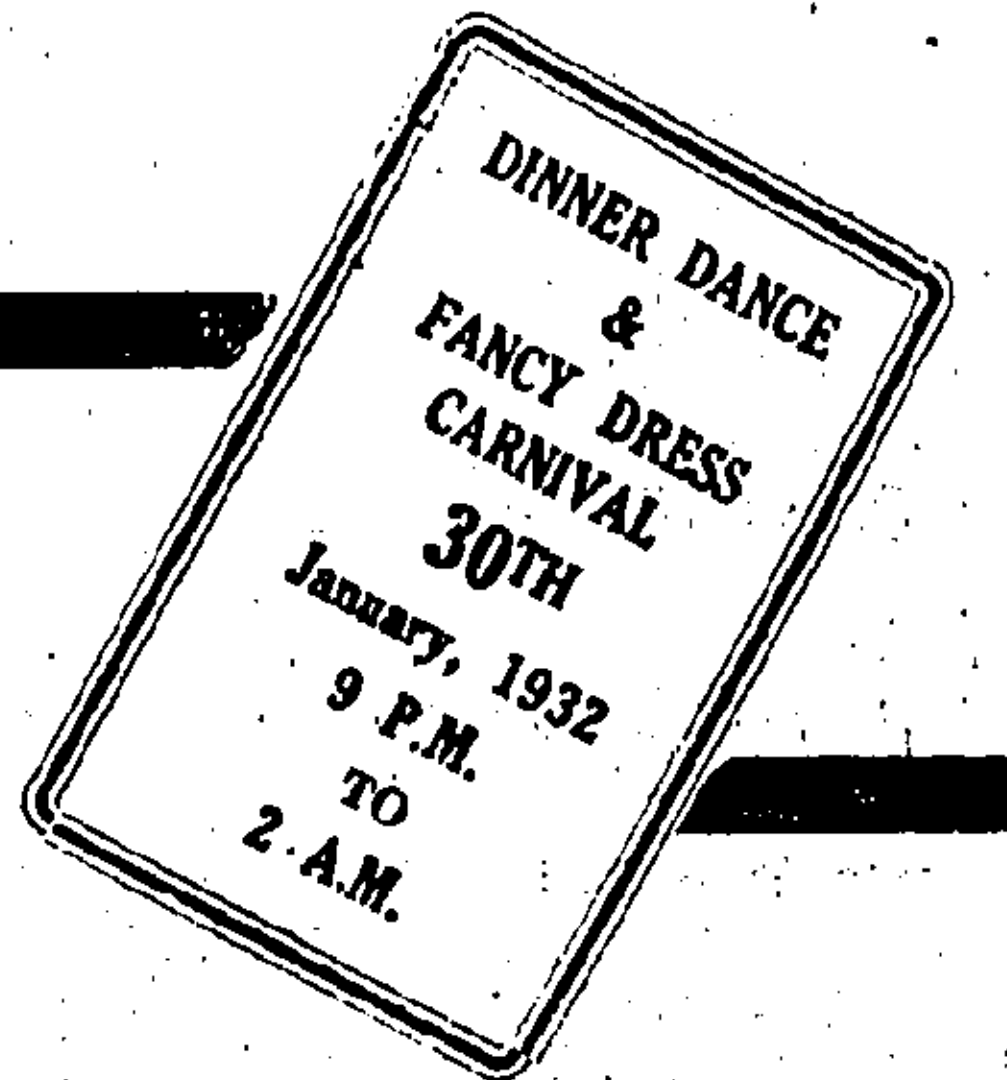
Finest Situation on the Peninsula. Large Airy Rooms with Full Benefit of the Cool Sea Breezes. Unequalled Cuisine.  
Phone Tel. 55734. Cable Add. "Harview."

Proprietress:—Mrs. Gardiner.

## "Youth's Frolic"

To function at the

PENINSULA HOTEL  
"ROSE" ROOM & ROOF GARDEN



## IF UN & FROLIC

antastic and jovial  
raught with endless amusement  
enturing prize rivalry  
or costume and competition  
OR OLD FOLK & YOUNG FOLK  
ALIKE.

THE HONG KONG & SHANGHAI HOTELS, LTD.



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A GLASS OF

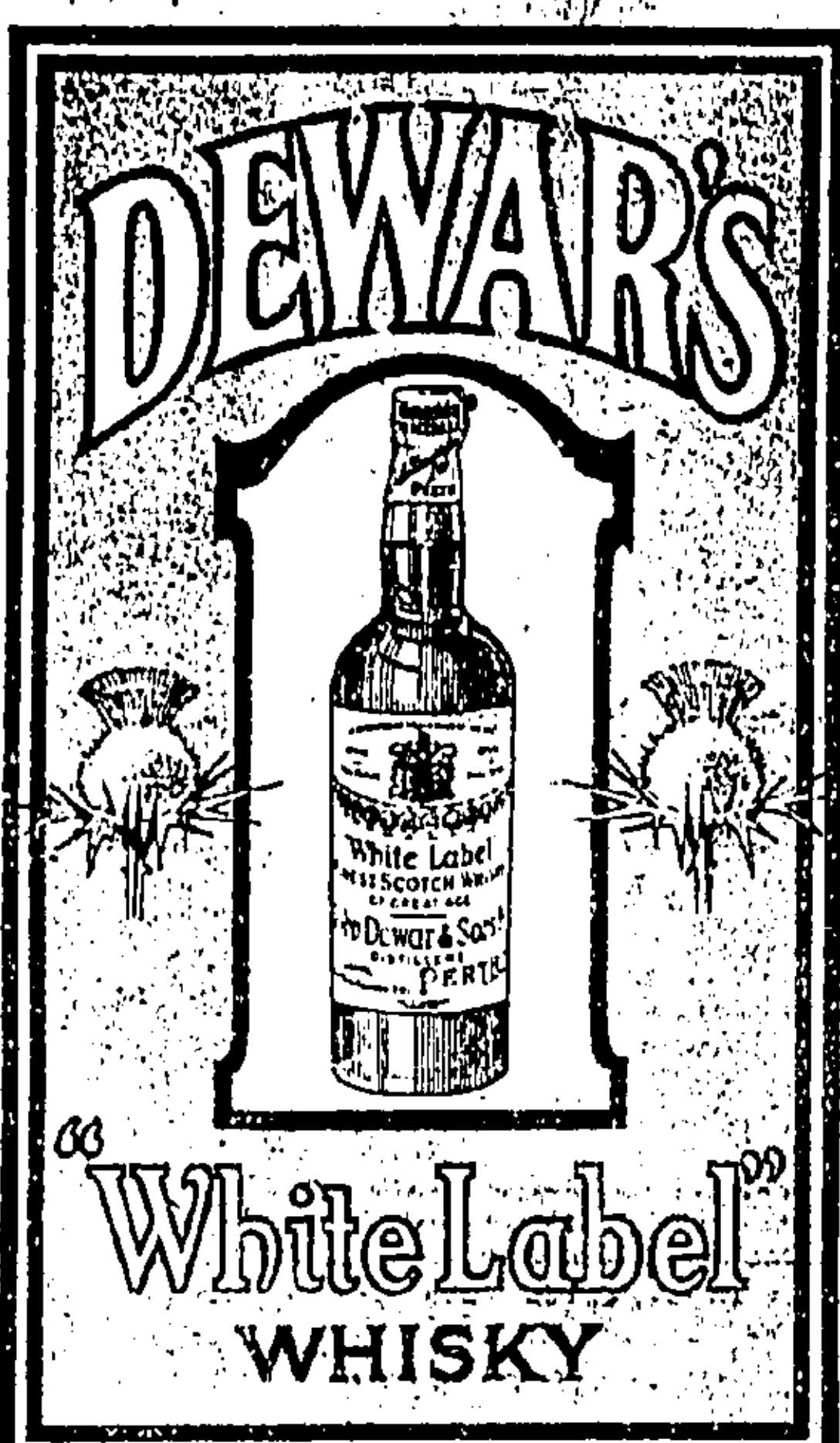
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LINENS,  
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MEN'S PYJAMAS, DRESSING GOWNS,  
SMOKING JACKETS, PEKING JEWELLERY,  
and RUGS.

HONG KONG SHANGHAI MANILA

## DAIRY FARM NEWS

We BEG to announce that from TO-DAY and until further notice all MILK and CREAM sold by us will be Pasteurized and may be consumed as delivered to customers. This step has the full approval of the Medical Officer of Health.

The Dairy Farm Ice &amp; Cold Storage Co., Ltd.

MACLEANS  
PEROXIDE  
TOOTH PASTE

BRITISH TO THE TEETH  
Stocked by all Pharmacies, Dispensaries  
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## STOCKTAKING SALE

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20 Only

## MEN'S OVERCOATS.

Smart cut and well tailored in  
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Sizes 36 to 40.

Usual Prices :

\$95.00 &amp; \$125.00

TO BE  
CLEARED AT  
HALF PRICE.

COME EARLY FOR BEST CHOICE.

Men's Outfitting Department.

WHITEAWAY, LAIDLAW & CO., LTD.  
HONG KONG.

## DEATH.

BIRKETT.—At London on January 27, 1932, Henry Birkett, in his 58th year.

## The China Mail.

Hong Kong, Thursday, Jan. 28, 1932.

## Submarine Disaster.

Another disaster to a British submarine is to be deplored. The calamity in Chinese waters when the submarine Poseidon was rammed and sunk, with serious loss of life, is still vivid in our memory. It is pathetic to learn that at least one survivor of the Poseidon is in the M2—and that within one month of his retirement from the submarine service.

It may fully be expected that the sinking of M2 will revive the agitation against the use of submarines either in peace or war. Of all the contraptions ever invented to encompass the death of human beings the submarine stands out almost pre-eminent, perhaps eclipsed only by poison gas. Apart from the ruthless warfare indulged in by German submarines, craft of this nature are so vulnerable as to arouse in the breasts of humanitarians a sincere desire to see them abolished by all the Powers. But the obvious answer to that will be: The London Naval Treaty of 1930 between Great Britain, America, Japan, France and Italy. True that Treaty has been described as a failure because it has not succeeded in establishing full control over the Navies of all five of the great Fleets.

Britain is allowed to build only 52,000 tons of submarine craft by the end of 1936. But be it noted that France is under no limitation whatsoever as to the size of her submarine flotillas. In 1921 she planned the creation of a submarine force amounting to 90,000 tons. She has gone a long way toward attaining that end. Since 1921 she has laid down, launched and completed something like 60,000 tons of new submarines. Even if Britain build up her submarine force to the very last ounce allowed to her under the London Treaty

her submarines will, none the less, be surpassed by the corresponding force across the Channel.

In face of a position of this kind, it seems almost despairing to hope for a gradual reduction and the ultimate abolition of submarines. And the longer the submarine service remains in the great Fleets of the Powers named in the London Treaty the greater will be the necessity for the building of destroyers to cope with them during a war.

Seemingly in certain quarters at Home great hopes are centred on the Disarmament Conference to be held next month; but no Disarmament Conference can be said to be an absolute success until the signatories to the London Naval Treaty revise their ideas in regard to the submarine peril. The next Naval Conference will be held in 1935, before the London Treaty expires, so that a fresh Treaty can be negotiated. The interval ought to be utilised to stage a world-wide campaign directed at eliminating submarines from the Seven Seas by international agreement. Nothing less than that can be considered as satisfying the dictates of humanitarianism.

## From Other Pens.

## Pope's Nose.

Until to-day I had never discovered any merit in the dial system of telephoning. I was wrong. To-day New York has a new hero—a young ticket clerk who, after being bound by robbers, managed to summon the police by operating the dial with his nose.

Now the bright young people of New York are practicing nose-dialling as a cure for back-gammon and depression. They have made one important discovery. The ideal nose for dialling is not the Roman nose, nor yet the aquiline beak of the Indian, but the upturned English variety. Personally, I do not feel reassured. Burglars are up-to-date fellows, and to the terror of typhoid fever they will now add a dial-proof nose-gag.

## School Reports.

Once more the season of school reports is upon us, and apprehensive boys and girls are praying that there may be no unpleasantness to mar the Christmas festivities. Some masters are sarcastic to the verge of libel, although most headmasters do not encourage verbal castigations.

During the week-end I found the fourth-form master of a leading public school wrestling with his term's reports. In one case he had written, "When watched, this boy pretends to work"—a comment which, in my own case, I should never have regarded as unjust. The head master had refused to pass it.

## Where the Master Scored.

Occasionally a form-master may escape the vigilance of his head-master.

The classic instance is the report: "This boy is trying."

The delighted parents gave a new motor-cycle to their son as a reward for his industry and perseverance.

The truth came out at the end of the next term, when the form-master reported laconically: "This boy is still very trying."—Londoner in the Evening Standard.

## Our Sports Diary.

HOCKEY.—To-morrow—Hong Kong Club "A" v. Borderers at King's Park at 5 p.m.  
HUNTING.—Sunday—Fanning Hunt Point-to-Point.  
Sunday—Fanning Hunt Point-to-Point.  
CRICKET.—Saturday—League I.—Indian R.C. v. Royal Artillery (L); Craigengower C.C. v. Kowloon C.C. (L); Navy v. University (F); League II.—University v. Recreation (L); Kowloon C.C. v. Craigengower C.C. (L); R.A.S.C. v. Indian R.C. (F).

## News in Brief.

The lowest open air temperature yesterday up to 4 p.m. was 66 degrees. The humidity was 68 at 10 a.m. and 62 at 4 p.m.

Three more cases of diphtheria were notified yesterday, besides one case of typhoid fever and one case of cerebro-spinal fever.

The Directors of The Hong Kong Land Investment and Agency Co., Ltd., have declared a Final Dividend of \$2 per share. This, with the Interim Dividend of \$2 already paid, makes \$4 in all for the year 1931.

The hearing of a charge of throwing corrosive acid on a fruit-stall fohi at Hollywood Road which was preferred against Tsui Pan, concluded before Mr. Williams at the Central Magistrate's yesterday afternoon, when the accused was committed for trial at the Assizes.

The amah named Chau Sim, who was charged with having murdered a cook, Ho Fat, at 112, The Peak, on January 18 was charged with manslaughter when the hearing of the case was commenced before Mr. Williams at the Central Police Court yesterday afternoon. Mr. Somerset Fitzroy (Public Prosecutor) said that there was no malice aforethought either expressed or implied and the Crown did not propose proceeding with the capital charge.

The "Youth's Frolic" at the Peninsula Hotel on Saturday will be a gala night with heaps of fun and amusement. It is a departure from the usual style of Carnival Dances that should prove exceptionally enjoyable. It is desired to ensure a highly successful night's amusement to old and young folk alike, and the competitions arranged will be both interesting and amusing. The management of the Peninsula Hotel are to be commended on their enterprise.

Plans for the development of the Lai Chi Kok bathing beach are now being considered by the Government and it is intended to level a large area of land in the vicinity of the beach for playing fields. This should greatly increase the popularity of this bathing centre during the summer months. There is no intention of the Government resuming the bathing beaches at North Point for at least another year, and it will be several years before the reclamation at North Point is completed.

## Personal Par.

The forthcoming marriage is announced of John Sui, Hong Wan, Secretary to the Italian Consulate, and Mary Margaret Young, of 201, Kennedy Road.

## AUSTRIAN CABINET RESIGNS.

Vienna, Yesterday.—The Austrian Cabinet has resigned.—Reuter.

## ROUND THE POLICE COURTS

## (Central Police Court)

## In Possession of Forged Notes.

Lau Yim was charged, to-day, with unlawful possession of eight forged ten dollar bank notes issued on the Chartered Bank of India, Australia and China. He was arrested yesterday evening on information received, and the notes were found concealed on his person.

Defendant stated that a man, named Ng, promised to pay him \$10 to take the eight notes to Yau-mat.

In convicting defendant, Mr. Williams said that it was obvious he knew that the notes were forgeries. He sentenced defendant to four months' hard labour.

## Breach of Trust.

How a Chinese betrayed a friend, who entrusted him with a sum of money (five Dutch guilders), was related in court to-day. For this breach of confidence, the Chinese was sent to prison for five weeks with hard labour.

## (Kowloon Magistrate)

## A Stowaway.

Found attempting to stowaway on the s.s. Talma, yesterday, a Chinese was arrested and charged this morning, before Mr. J. A. Fraser. He was convicted and sent to jail for one month, with the option of a fine of \$50. A Chinese detective found the man, concealed behind a quantity of baggage in No. 2 hold. He admitted he was trying to stowaway to Singapore.

## Alleged Armed Robbery.

Chan King, who was charged

yesterday, on three counts, one of armed robbery at No. 225, Lai Chi Kok Road on January 16, and alternative charges of receiving and possession of arms, was brought up again this morning before Mr. J. A. Fraser, when he was committed for trial at the Assizes.

## Child Harbours.

The charge of kidnapping previously preferred against Ng Tsai was, this morning, at the request of the prosecution and with the permission of the court, amended to one of child harbouring.

Defendant was arrested on January 19, while proceeding along Temple Street, leading the child by the hand. On being stopped he claimed that the child belonged to his sweetheart.

Chu Tau, the father of the child, giving evidence, said he left the child in the care of a female relative, at his house in Ho Nam, Canton, when he went away about two months ago to look for work. The child's name was Chu Lai-chai, and was 7 years of age. When he returned on January 21, the guardian informed him that the child was missing.

The guardian of the boy, who was cousin to complainant, related how sent the child to buy some turnips at about 9 a.m. on January 18. The child did not return, so he went to look for him and report the matter to the Police Station. Later he heard that the boy had been found in Hong Kong.

Sentence of one year's hard labour was imposed on Ng Tsai.

## JAPAN AND THE SOVIET.

## Full Harmony on All Questions.

Moscow, Jan. 14.

That there is full harmony between Soviet Russia and Japan on all questions regarding Northern Manchuria would seem to be indicated by a dispatch from Tokyo dealing with the recent conference between the Russian Ambassador to Japan, M. Troyanovski, and the acting Japanese foreign Minister, Mr. Inukai.

The report, which is featured by Iatvestin, declares that, in the course of their long conversation M. Troyanovski and Mr. Inukai reviewed the situation in Northern Manchuria in all its aspects. Furthermore, it is declared that the two agreed upon the necessity for Japan and the Soviet Union observing, as hitherto, the utmost vigilance regarding the activities of certain elements who are seeking to utilise the present situation in Manchuria for disturbing the relations between the two countries.

The dispatch adds that after the conference a spokesman of the Japanese Foreign Office had stated that M. Troyanovski had drawn M. Inukai's attention to reports in the Japanese Press that General Hsi Hsia, the chairman of the Kirin provincial government, was preparing to embark upon military operations in Northern Manchuria, and that, in doing this, General Hsi Hsia had the support of the Japanese authorities. To this, Mr. Inukai, according to the spokesman of the Foreign Office, replied that the Japanese Government had no information regarding General Hsi Hsia's plans, emphasizing, at the same time, that his government fully recognised the important interests of the Soviet Union in Northern Manchuria.—Trans-Ocean Kuo Min.

## OPIUM TRAFFIC.

## Chinese Busy on U.S. Steamers.

## FROM THE ORIENT.

The smuggling of opium into United States ports by Chinese members of ships' crews is not as popular just at present as it has been in the past. Just recently two members of the Chinese crew of the s.s. President McKim were caught at San Francisco smuggling a large quantity of opium ashore, through the aid of a Chinese member of the crew. The contraband was seized by the Customs and

authorities, and the Chinese members of the s.s. President McKim crew were given very heavy penalties. One of the boys was sentenced to five years for possession of the opium and five years for conspiracy. The other Chinese who had assisted in the smuggling of this contraband was sentenced to five years in the Federal Penitentiary. At almost the same time the seizure was made on the s.s. President McKim, three Chinese members of the crew of the s.s. President McKim were caught by the U.S. Customs authorities attempting to smuggle 100 tins of opium ashore. These three Chinese were also sentenced to five years' hard labour each in the Federal Penitentiary. The United States Customs authorities have recently been very vigilant in their searching of ships from the Orient with the result that there were many seizures of opium in the last few months of 1931.

## GIFTS FROM EMPEROR.

Tokyo, Jan. 10.

It is officially announced that H.I.M. the Emperor of Japan has ordered Lt-Col. Ishida, one of his aide-de-camps, to proceed to North China to distribute personally various gifts from the Emperor to the Japanese soldiers as a mark of appreciation of their services. The gifts consist of many comforts including cigarettes, etc.—Japanese Information Bureau.

## MANCHURIAN COMMISSION OF INQUIRY.

Geneva, Yesterday.

The Manchurian Commission will sail from Havre on February 2, and will travel via America.—Reuter.

## To-day's Thought.

Some people would make more progress if they did not slide step so much.

## Ten Years Ago.

(From the "China Mail" of January 28, 1922.)

To-day's dollar is worth 2 7/8. Cargo collect have approached their employers for an increase in wages, but there has been no talk of a strike on their part. They asked for an increase of 30 per cent., and the employers refused them 20 per cent. The new tariff reduced their demand to 25 per cent., and it was considered probable this morning that the parties would agree upon a figure somewhere around 25 per cent.







### The China Mail

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### WANTED.

EFFICIENT PROOF-READER required for local publication. Apply Box No. 710, c/o "China Mail."

### LOST.

LOST.—On the night of January 20, between Queen's Theatre and Mac's Cafe, gold and platinum pendant set diamonds (with chain).—Finder please return, Tester Beauty Parlour, Reward.

### APARTMENTS TO LET.

**AIRLIE HOTEL.**—23-25, Nathan Road, Kowloon. Under European Management. Excellent cuisine. Modern Apartments. Terms Moderate. Three minutes from ferry. Tel. 57357.

### LAMMERT BROS.

AUCTIONEERS, APPRAISERS AND SURVEYORS.

### Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON FRIDAY, January 29, 1932, commencing at 10.30 a.m., at "Highlands" Austin Avenue, Kowloon.

A Quantity of VALUABLE HOUSEHOLD FURNITURE

On View from Thursday, January 28, 1932. Terms—Cash on Delivery. LAMMERT BROS., Auctioneers. Hong Kong, January 23, 1932.

## NEW ADVERTISEMENTS

### THE HONG KONG JOCKEY CLUB.

#### BADGES.

MEMBERS' BADGES are NOT TRANSFERABLE.

By Order, C. B. BROWN, Secretary. Hong Kong, January 28, 1932.

### THE MACAO JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the Spring Race Meeting to be held in Macao on SUNDAY, the 13th March, 1932 (weather permitting) may be obtained at the Sports Club, Hong Kong Jockey Club Stables, or at the offices of Messrs. Percy Smith, Seth & Fleming, 6, Des Voeux Road Central. ENTRIES close at 5 p.m. on FRIDAY, 19th February, 1932. Hong Kong, 28th January, 1932.

### PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

ON MONDAY, February 1, 1932, commencing at 3.30 p.m., at "Huntington", Stubbs Road. A Quantity of

VALUABLE HOUSEHOLD FURNITURE.

Comprising several Bed Room Suites made by Lane Crawford, Ltd.

On View on Day of Sale. Terms—Cash on Delivery. LAMMERT BROS., Auctioneers.

Hong Kong, January 28, 1932.

THE Undersigned have received instructions to sell by Public Auction

ON TUESDAY, February 2, 1932, commencing at 2.30 p.m., at their Sales Room, 4, Duddell Street.

A Quantity of VALUABLE HOUSEHOLD FURNITURE.

comprising:—Teak Hatstands, Chesterfield Couches and Armchairs, Curio Cabinets, Bookcases, Desks, Tables, Pictures, Carpets, Rugs, Curtains, Bed Sheets, Linens, etc.

Teak Extension Dining Tables, Dining Chairs, Teak Wardrobes with Bevelled Mirrors, Teak Sideboards, Teak Dressing Tables, Chest of Drawers, Teak Filing Cabinet, Glass Cabinets, etc.

Teak and Brass Bedsteads with Box Spring Mattress and Mattress, Cabinet Gramophones, Records, Crockery, Glass Ware, Brass Ware, Lacquer Ware, Screens, Cabin Trunks, Table Lamps, Vases, Ice Chest, Electric Heaters, Table Fan, etc.

and A Quantity of

BLACKWOOD FURNITURE

including:—Joss Tables, Tea Poyes, Chests, Opium Stools, Jardinières, Tables, etc.

also 3 Cottage Pianos.

1 Grand Piano.

1 Cooking Stove.

1 Crystal Ice Chest.

1 Hand Sewing Machine.

2 Typewriters (Underwood and Remington).

On View from February 1, 1932. Terms—Cash on Delivery. Catalogues will be issued. LAMMERT BROS., Auctioneers.

Hong Kong, January 28, 1932.

### R.A.O.B. CLUB

THE ANNUAL GENERAL MEETING of the Members of the R.A.O.B. Club will be held in the Club Room on MONDAY, February 1, 1932, at 6 p.m. Agenda for the meeting is posted in the Club Room.

A. E. MANWARING, Hon. Secretary. Hong Kong, January 28, 1932.

### COMPANY MEETINGS

#### HONG KONG TRAMWAYS, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY GENERAL MEETING of HONG KONG TRAMWAYS, LIMITED, will be held at the offices of Messrs. Jardine, Matheson & Co., Ltd., Hong Kong, on WEDNESDAY, the 17th day of February, 1932, at 12 o'clock noon, to transact the ordinary business of the Company.

AND NOTICE IS HEREBY ALSO GIVEN that the REGISTER OF MEMBERS of the Company will be CLOSED from TUESDAY, the 2nd, to WEDNESDAY, the 17th February, 1932, both days inclusive.

By Order of the Board, W. F. SIMMONS, Secretary. Hong Kong, 25th January, 1932.

#### THE "STAR" FERRY COMPANY, LIMITED.

#### NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-FOURTH ORDINARY YEARLY MEETING of THIS COMPANY will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., on THURSDAY, the 11th February, 1932, AT NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 31st December, 1931.

The Register of Shares of the Company will be CLOSED from WEDNESDAY, the 3rd February, 1932, to THURSDAY, the 11th February, 1932, both days inclusive.

NOTICE IS HEREBY ALSO GIVEN that an Extraordinary General Meeting of the Members of the above named Company will be held at 12.15 p.m. on the same day and at the same place as and immediately after the before mentioned Ordinary General Meeting for the purpose of considering and if thought fit passing the following resolution as an Extraordinary Resolution.

That the Articles of Association of the Company be altered in manner following:—

(a) By deletion of the words "One thousand Dollars" contained partly in the third and partly in the fourth lines of Article 90a of the Company's Articles of Association and the substitution thereof of the words "Five thousand Dollars."

AND NOTICE IS HEREBY ALSO GIVEN that a further Extraordinary General Meeting of the Members of the Company will be held at the same place at 12.30 p.m. on FRIDAY, the 26th day of February, 1932, for the purpose of receiving a report of the proceedings at the before mentioned Extraordinary General Meeting and of confirming if thought fit the before mentioned resolution as a Special Resolution.

By Order of the Board of Directors, F. H. CRAPNELL, Secretary. 27th January, 1932.

THE NEWSPAPER ENTERPRISE LTD. CHINA MAIL BUILDING, 3A WYNDHAM ST.

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### THE HONG KONG & SHANGHAI HOTELS, LIMITED.

#### NOTICE OF EXTRAORDINARY GENERAL MEETING.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the Members of The Hong Kong and Shanghai Hotels, Limited, will be held at Exchange Building, Victoria, in the Colony of Hong Kong, on FRIDAY, the Eighteenth day of March, 1932, at 11.30 in the forenoon immediately after the Annual General Meeting of the Company, for the purpose of considering and if thought fit passing the following resolutions as Ordinary Resolutions:—

1. That the authorised Capital of the Company (which is now \$10,000,000.00 divided into 1,000,000 Shares of \$10.00 each, of which the whole have been issued) be increased from \$10,000,000.00 consisting as aforesaid to \$15,000,000.00 (consisting of 1,500,000 Shares of the nominal value of \$10.00 each) by the creation of 500,000 New Shares of the nominal value of \$10.00 each.

2. That in the first instance 200,000 of the said New Shares be offered at par (in the proportion of one New Share for every five Old Shares held by them respectively) to the persons who on the eighteenth day of March, 1932, are registered in the Company's Share Register as the holders of the 1,000,000 Old Shares and so that on acceptance of such offer the full nominal amount due in respect of such 200,000 New Shares shall be payable on the 30th day of June, 1932, and that on acceptance of such offer and on payment in manner aforesaid such shares so taken up shall rank as from the 1st day of July, 1932, for dividend and in all other respects pari passu with the shares constituting the Company's present issued Capital, and that any of the said 200,000 New Shares which shall not be taken up by the Company's Shareholders in manner aforesaid be disposed of at such time or times in such manner and upon such terms and conditions as the Company's Board of Directors shall think fit.

3. That such offer be made by notice specifying the number of shares to which the Member is entitled and limiting the time within which the offer if not accepted by the Member on behalf of himself or his nominee will be deemed to be declined and that the Directors be at liberty to fix such time and to extend it to such date or dates as they may think fit.

4. That the balance of 300,000 Shares constituting the Company's unissued Capital be issued at such time or times in such manner and for such purposes and upon such terms and conditions in every respect as the Company's Board of Directors may decide.

AND NOTICE IS HEREBY ALSO GIVEN that the before mentioned Extraordinary General Meeting will be continued for the purpose of considering and if thought fit passing the following Resolution as an Extraordinary Resolution:—

5. That the Articles of Association of the Company be altered in manner following:—

"(a) By the insertion immediately after Article No. 126 of the existing Articles of Association of the two following 'new Articles to be known as 'Articles 126A and 126B'."

"126A. Each Director who is a registered holder in his own right of not less than '25,000 Shares in the Capital' of the Company shall have 'the power to nominate any person approved for that purpose by a majority of the

"other Directors of the Company to act as an alternate Director, in his place, during his absence from the Colony of Hong Kong or inability to act through illness as such Director, and at his discretion to remove such alternate Director, and on any such appointment being made, the alternate Director shall be subject in all respects to the terms and conditions existing with reference to the other Directors of the Company, and any alternate Director while acting in the place of an absent Director, shall exercise and discharge all the duties and functions of the Director he represents, but shall not be entitled to claim remuneration from the Company. Provided always that it shall be a condition precedent to the exercise of the power of appointment herein contained and the continuance of the appointment hereunder that the Director exercising the same shall be, at the time of making such appointment and shall continue to be so long as the said appointment continues, the registered holder in his own right of not less than 25,000 Shares in the Capital of the Company. Every appointment made in pursuance of this Article shall be in writing under the hand of the Director making the same."

### THE HONG KONG & SHANGHAI HOTELS, LIMITED.

I, a Director of The Hong Kong and Shanghai Hotels, Limited, in pursuance of the power in that behalf contained in Article 126A of the Articles of Association of the Company do hereby nominate and appoint

to act as alternate Director in my place during my absence from the Colony of Hong Kong or my inability to act as a Director through illness (as the case may be) to exercise and discharge all my duties as a Director of the Company.

AS WITNESS my hand this day of One thousand nine hundred and thirty

AND NOTICE IS HEREBY ALSO GIVEN that a further Extraordinary General Meeting of the Members of the above named Company will be held at Noon at the same place on the Fourth day of April, 1932, for the purpose of receiving a report of the proceedings at the last above mentioned meeting and of confirming if thought fit as a Special Resolution the before mentioned resolution numbered 5 herein.

Dated this 27th day of January, 1932.

By Order of the Board, F. C. BARRY, Secretary.

### NOTICE.

All Firms, Associations, Clubs, etc., who have not yet sent in the particulars of their concerns for the 1932 issue of the Hong Kong Dollar Directory are requested to forward the necessary information to the publishers without delay.

The HONG KONG DOLLAR DIRECTORY CO. China Mail Building, 3A, Wyndham Street.

### HONG KONG STOCK EXCHANGE

Opening Daily Official Quotations, Jan. 28, 1932.

Next Settlement Day, Tuesday, February 26, 1932.

STOCK	Buyers	Sellers	Sales	Non.	Fin.	Last dividend and when paid
<b>Banks.</b>						
Hong Kong Bank	1430	1000	Dec.			{Final 25% 1931-1932} Pending
Chartered Bank	131	131	Dec.			{Final 25% 1931-1932} Pending
Mercantile Bk. A.B.	18	18	Dec.			{Final 25% 1931-1932} Pending
Bank of Asia	1374	1374	Dec.			{Final 25% 1931-1932} Pending
<b>Insurance.</b>						
Canton Ins.	1360	1360	Dec.			{Final 25% 1931-1932} Pending
Union Ins.	410	410	Dec.			{Final 25% 1931-1932} Pending
China Underwriters	4594	4594	Dec.			{Final 25% 1931-1932} Pending
China Fire Ins.	650	650	Dec.			{Final 25% 1931-1932} Pending
H. K. Fire Ins.	1250	1250	Dec.			{Final 25% 1931-1932} Pending
<b>Shipping.</b>						
Douglases	25	25	Dec.			{Final 25% 1931-1932} Pending
H. K. Steamboats	24	24	Dec.			{Final 25% 1931-1932} Pending
Indo-China (Pref.)	45	45	Dec.			{Final 25% 1931-1932} Pending
(Def.)	32	32	Dec.			{Final 25% 1931-1932} Pending
Shells Steamer	40	40	Dec.			{Final 25% 1931-1932} Pending
Union Waterboats	25	25	Dec.			{Final 25% 1931-1932} Pending
<b>Mining.</b>						
Benguet	112	112	Dec.			{Final 25% 1931-1932} Pending
Kailan Mining Ad. s/	30	30	Dec.			{Final 25% 1931-1932} Pending
Langkat (Single) Th.	4	4	Dec.			{Final 25% 1931-1932} Pending
Shai Exploration Th.	210	210	Dec.			{Final 25% 1931-1932} Pending
Loans	24	24	Dec.			{Final 25% 1931-1932} Pending
Raubs	59	59	Dec.			{Final 25% 1931-1932} Pending
Venezuela Gold Fields	2	2	Dec.			{Final 25% 1931-1932} Pending
<b>Docks, Wharves, Godowns, &amp;c.</b>						
H. K. & W. Docks	163	163	Dec.			{Final 25% 1931-1932} Pending
South Ch. Motors (A)	10	10	Dec.			{Final 25% 1931-1932} Pending
(B)	12	12	Dec.			{Final 25% 1931-1932} Pending
China Providents (old)	850	850	Dec.			{Final 25% 1931-1932} Pending
(new)	245	245	Dec.			{Final 25% 1931-1932} Pending
Hongkew	220	220	Dec.			{Final 25% 1931-1932} Pending
N. Engineering	64	64	Dec.			{Final 25% 1931-1932} Pending
Shanghai Docks	91	91	Dec.			{Final 25% 1931-1932} Pending
<b>Lands, Hotels &amp; Buildings.</b>						
H. K. & S. Hk. (old)	1513	1513	Dec.			{Final 25% 1931-1932} Pending
(new)	141	141	Dec.			{Final 25% 1931-1932} Pending
H. K. Lands	814	814	Dec.			{Final 25% 1931-1932} Pending
Shanghai Lands	80	80	Dec.			{Final 25% 1931-1932} Pending
Thumpreys	19	19	Dec.			{Final 25% 1931-1932} Pending
(new)	172	172	Dec.			{Final 25% 1931-1932} Pending
H. K. Realities	1140	1140	Dec.			{Final 25% 1931-1932} Pending
Chinese Estates	55	55	Dec.			{Final 25% 1931-1932} Pending
<b>Cotton Mills.</b>						
Ewo Cottons	1615	1615	Dec.			{Final 25% 1931-1932} Pending
Shanghai Cotton	82	82	Dec.			{Final 25% 1931-1932} Pending
Zoong Sings	114	114	Dec.			{Final 25% 1931-1932} Pending
<b>Public Utilities.</b>						
H. K. Tramways	2260	2260	Dec.			{Final 25% 1931-1932} Pending
Peak Trams (old)	1540	1540	Dec.			{Final 25% 1931-1932} Pending
(new)	8	8	Dec.			{Final 25% 1931-1932} Pending
Star Ferries	1014	1014	Dec.			{Final 25% 1931-1932} Pending
Yumai Ferries	244	244	Dec.			{Final 25% 1931-1932} Pending
China Light	2660	2660	Dec.			{Final 25% 1931-1932} Pending
H. K. Electric	774	774	Dec.			{Final 25% 1931-1932} Pending
Macao	28	28	Dec.			{Final 25% 1931-1932} Pending
Sandakan Lights	45	45	Dec.			{Final 25% 1931-1932} Pending
H. K. Tels. fully paid	43	43	Dec.			{Final 25% 1931-1932} Pending
part paid	27	27	Dec.			{Final 25% 1931-1932} Pending
China Buses	16	16	Dec.			{Final 25% 1931-1932} Pending
S'port Tractors (Ord.)	174	174	Dec.			{Final 25% 1931-1932} Pending
(Pref.)	174	174	Dec.			{Final 25% 1931-1932} Pending
<b>Industrials.</b>						
Malayan Sugars	98	98	Dec.			{Final 25% 1931-1932} Pending
Cold. Macg. Ord.	14	14	Dec.			{Final 25% 1931-1932} Pending
Pref.	104	104	Dec.			{Final 25% 1931-1932} Pending
Canton Ice	5	5	Dec.			{Final 25% 1931-1932} Pending
Cementa (com.)	1035	1035	Dec.			{Final 25% 1931-1932} Pending
(old)	121	121	Dec.			{Final 25% 1931-1932} Pending
(new)	560	560	Dec.			{Final 25% 1931-1932} Pending
H. K. Ropes	174	174	Dec.			{Final 25% 1931-1932} Pending
China Agriculture	104	104	Dec.			{Final 25% 1931-1932} Pending
<b>Stores, &amp;c.</b>						
Dairy Farm	80	80	Dec.			{Final 25% 1931-1932} Pending
Watsons	164	164	Dec.			{Final 25% 1931-1932} Pending
Der A Wings	1	1	Dec.			{Final 25% 1931-1932} Pending
Lanc Crawfords (old)	125	125	Dec.			{Final 2





### FORNIGHTLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE & TRIESTE

via Singapore, Colombo, Bombay, Aden, Suez & Port Said  
Taking Cargo on through Bills of Lading  
to Flume, Genoa, All Italian, Adriatic, Levant,  
Black Sea and Danube Ports  
Passengers to LONDON (Overland).

#### NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan Jan. 31 (a.m.)	For Singapore & Italy Feb. 10 (a.m.)
* S.S. GANGE (passenger boat)	Jan. 31	Feb. 10
M.V. COL DI LANA (cargo boat)	Feb. 8	Feb. 14
* S.S. CONTE ROSSO (passenger boat)	Mar. 4	Mar. 13

\* Passenger Boats to Shanghai only.  
Attention is called to the S.S. Gange and S.S. Conte Rosso which  
will make the voyage Hong Kong-Venice in 22 and 21 days  
respectively thus allowing London Passengers to reach destination  
the day after their disembarkation at Venice.

For Freight and Passages apply to:  
Queer's Building, DODWELL & CO., LTD.,  
Tel. 22021 Agents.



#### REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM \$79 TO \$120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TAIYO MARU ..... Tuesday, 9th February.

ASAMA MARU ..... Wednesday, 24th February.

SEATTLE, VANCOUVER via Shanghai & Japan Ports.

HEIAN MARU ..... Tuesday, 16th February.

HIKAWA MARU ..... Tuesday, 1st March.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suez.

TERUKUNI MARU ..... Saturday, 6th February.

HAKUSAN MARU ..... Saturday, 20th February.

SYDNEY & MELBOURNE via Manila & Ports.

KITANO MARU ..... Saturday, 27th February.

ASUTSU MARU ..... Saturday, 26th March.

MANILA.

TAIYO MARU ..... Monday, 1st February.

BOMBAY via Singapore, Penang, & Colombo.

YAMAGATA MARU ..... Saturday, 30th January.

IYO MARU ..... Thursday, 11th February.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

BOKUYO MARU ..... Sunday, 14th February.

NEW YORK, BOSTON via Panama.

LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa

& Marseilles.

DELACOA MARU ..... Wednesday, 17th February.

CALCUTTA via Singapore, Penang & Rangoon.

MUROAN MARU ..... Friday, 29th January.

MALACCA MARU ..... Monday, 8th February.

SHANGHAI, KOBE & YOKOHAMA

NAGATO MARU ..... Friday, 29th January.

KAGA MARU ..... Sunday, 31st January.

KATORI MARU ..... Saturday, 6th February.

\* Cargo only.

For further information apply to:—NIPPON YUSEN KAISHA.

Telephone 30291. (Private exchange to all departments.)

## O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS via Buenos Aires Maru. Thurs. 11th Feb.

BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.

MOMBASA, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN

THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore & Colombo

BRISSANE, SYDNEY, MELBOURNE, AUCLAND & WELLINGTON via Manila.

JAPAN PORTS (Frequent Services)

LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.

NEW YORK via Japan ports, Los Angeles & Panama

Call Direct at Boston Philadelphia & Baltimore.

BOMBAY & KARACHI via Singapore & Colombo

CALCUTTA via Singapore, Balawan, Deli & Rangoon.

HAIPHONG via Hanoi

KEELUNG via Swatow & Amoy (3 p.m. every Sunday)

JAPAN PORTS via Takao & Kishinoue

TAKAO via Swatow & Amoy (Fortnightly)

For further particulars please apply to:

OSAKA SHOSHEN KAISHA

Telephone 2887



### DOCK EXTENSION AT SOUTHAMPTON

FIRST NEW BERTH TO BE  
READY BY JUNE.

"I think, but I will not absolutely promise, that by June next we shall be able to hand over the first 1000 foot berth together with passenger and cargo shed of the vast scheme of docks extension on the western shore."

This gratifying news was announced by Mr. M. G. J. McHaffie, resident engineer of the new docks works at the annual dinner of the commercial assistants department of the Southern Railway Co., held at Southampton.

Mr. G. R. Newcombe, docks and marine manager, responding to the toast of "The visitors," said they had gone out for new business and got it, and now were only hindered by the fact that the dock accommodation which was to be provided on the western shore was not yet available. The company were in a position to partially fill the new accommodation when it was provided, and in that connection he hoped that the first berth would be ready to receive shipping in a few months. At the moment they had to resort to double-banking vessels in the existing dock estate.

New traffic had been secured, as for example with Messrs. Elders and Fyffes, six of whose vessels were in the port, and with the Union Castle Line, whose intermediate vessels were now calling.

It was a matter for gratification, proceeded Mr. Newcombe, that in spite of the difficult times through which the country was passing they in Southampton had managed to hold their own. It was additionally satisfying in view of the fact that the rest of

the great railway undertaking which they represented was suffering heavily, and it justified them in taking a real pride in their dock undertaking. As far as Messrs. Elders and Fyffes were concerned they were hopeful that interesting events would follow.

Mr. M. G. J. McHaffie gave some facts and figures about the growth of the trade in the docks and some details of the extension work. In grain, timber, fruit and wool, he said, it was gratifying that the figures of the half-year reflected an increase of 30 per cent. On the other hand, there had been a slight decrease in exports. The fact that the imports had increased he felt was in no small measure due to the commercial assistants department, so ably headed by their chairman, Mr. E. Burrow.

Turning to the questions of the docks extension, Mr. McHaffie said that no scheme of the magnitude of that being undertaken could be completed without meeting many difficulties. However, under the able guidance of his chief, Mr. F. E. Wentworth-Shields, and with the assistance of his staff, the difficulties were gradually being surmounted. The fact that they were being overcome was not due entirely to their own staff, however, but to the wholehearted co-operation of the contractors and their agents.

The speaker paid a tribute to Mr. Harold James, of the James Dredging, Towing and Transport Co., Ltd., and to Mr. Donald McKenzie, of Sir Robert McAlpine and Sons, and then made the statement quoted at the outset.

#### HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E.; 00h. is midnight, 12hrs. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be added to the depths given on the chart unless preceded by an asterisk (\*), when they should be subtracted from the depths.

Date	High Water Standard Ht.	Low Water Standard Ht.
Jan. 28	00 00 7.1	07 00 1.0
Thurs. 29	13 24 6.0	18 20 8.0
Fri. 29	00 00 6.3	07 39 1.7
Sat. 30	13 55 5.2	19 38 8.0
Sun. 31	01 41 5.3	08 15 2.3
Mon. 1	12 54 4.3	08 50 2.3
Tue. 2	01 15 5.7	09 04 2.4
Wed. 3	13 05 5.0	09 35 3.3
Thurs. 4	18 25 6.0	—
Fri. 5	08 37 3.7	00 40 1.8
Sat. 6	17 39 6.4	10 35 3.6
Sun. 7	09 28 4.0	01 52 1.3
Mon. 8	18 45 6.9	11 45 3.9

#### WARSHIPS IN PORT.

The following British warships were in harbour to-day:—

Berwick—North arm.  
Bruce—South wall.  
Cornflower—in dock.  
Cumberland—West wall.  
Herald—East wall.  
Hermes—No. 1 buoy.  
Keppel—North arm.  
Pandora—in dock.  
Proteus—in dock.  
Tamar—Basin.  
Suffolk—No. 6 buoy.  
Verity—No. 12 buoy.  
Wild Swan—No. 12 buoy.  
Wishart—No. 18 buoy.  
Whitehall—East wall.  
Foreign Man-of-War.  
Mindanao—American river gun-boat.

### POST OFFICE NOTICE.

#### INWARD MAILS.

THURSDAY, JANUARY 28.  
Calcutta and Straits ..... Sirdhana  
FRIDAY, JANUARY 29.  
Japan and Shanghai ..... Chitral  
SATURDAY, JANUARY 30.  
U.S.A., Canada, Japan & Shanghai (Seattle, January 8) ..... Pres. Madison.  
Shanghai and Swatow ..... Sunning

#### OUTWARD MAILS.

THURSDAY, JANUARY 28.  
Samahel and Wuchow ..... Sunning ..... 4 p.m.  
Saigon ..... Prominent ..... 5 p.m.  
Tourane ..... Chung Kong ..... 5 p.m.  
FRIDAY, JANUARY 29.  
Shanghai, Japan and Europe via Siberia ..... Nalders ..... 8.30 a.m.  
Swatow, Amoy and Foochow ..... Hal Ching ..... 1.30 p.m.  
Hqhow, Pakhoi and Halphong ..... Klungechow ..... 2.30 p.m.  
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles ..... Chitral (Due Marseilles February 24.)

PARCELS: Jan. 28, 4.30 p.m. Parcel Post: Jan. 28, 5 p.m.  
Registration: Jan. 30, 9 a.m. Registration: Jan. 30, 9.45 a.m.  
Letters: Jan. 30, 10 a.m. Letters: Jan. 30, 10.30 a.m.

Super-subscribed Correspondence: Jan. 30, 11 a.m.

### PASSENGER LISTS.

#### ARRIVALS.

Per P. & O. s.s. Nalders from London and ports, on January 28:—

Mr. F. Kerr, Mr. Shannon, Mr. and Mrs. N. Meffan, and children, Mrs. Linton, and inf., Mr. and Mrs. H. Jeans, Miss E. Farr, Mr. A. Mackiehan, Mr. C. Reynolds, Mr. and Mrs. A. Adamson, Miss Chand, Mr. R. Bevan, Mr. G. Angwin, Mr. and Mrs. E. Wynne-Jones, and family, Dr. and Mrs. Schilling, Mr. Schilling, Dr. F. Calliman, Mr. J. Major, Mr. E. Channon, Mr. Okaha, and family, Mr. K. Young, Mr. Eu Tong Sen, and family, Mr. and Mrs. Patterson, Mr. J. Burgess, Mr. J. Laird, Mr. and Mrs. R. Baker, Mr. Chan Klok Long, Mr. Law Keng Wan, Mr. T. Takahashi, Mr. K. Shimono, Mr. C. and Y. Wong, Mr. Ng Kay Luk, Mr. Chong Keat Seang, Ah Hoi, Thambini, Lee Sin, Mr. and Mrs. M. Correia, Mr. and Mrs. Barros, Mr. and Mrs. D'Almeida, Mr. Soveral, Miss Thursby.

#### DEPARTURES.

Per m.s. Tatsuta Maru for San Francisco and Los Angeles via Shanghai and Japan ports, January 27:—

Mr. E. A. Pritchard, Mr. and Mrs. H. Kappelhoff, Mr. K. T. Doo, Mr. D. K. Hiepol, Mr. T. V. Jeffery, Mr. T. Nakao, Mr. A. Chant, Mr. P. Pel, Mr. I. Yamaguchi, Mr. J. Tachikawa, Mr. G. Keller, Mr. and Mrs. G. Matsuo, Mr. M. Kunihiro, Mrs. B. A. Smith, Mr. L. L. Wamock, Mr. J. P. Dockray.

#### ARRIVALS OF SHIPS.

Wednesday, January 27.  
Agamemnon, British str., 4,830 tons, Capt. W. Dewick, from Singapore, Holt's Wharf.—B. & S.

Borneo, British str., 1,297 tons, Capt. R. A. Pritchard, from Saigon, buoy No. 01.—Hing Lee.

Canton Maru, Japanese str., 1,647 tons, Capt. Y. Iwasaki, from Swatow, O.S.K. Wharf.—O.S.K.

Deli Maru, Japanese str., 1,293 tons, Capt. E. Sanada, from Canton, O.S.K. Wharf.—O.S.K.

Daiichi Maru, Japanese str., 1,892 tons, Capt. T. Torii, from Dairen, Yamaguchi Anchorage.—M.B.K.

Hangsang, British str., 1,356 tons, Capt. A. D. Kellman, from Swatow, West Point Wharf.—J. M. & Co.

Hong Hwa, British str., 1,924 tons, Capt. H. G. Hay, from Singapore, buoy No. A9.—Ho Thong & Co.

Hydrangea, British str., 561 tons, Capt. P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On & Co.

Nellore, British str., 4,256 tons, Capt. M. B. Skinner, from Moji, 10th Mar. For Victoria, Vancouver and Seattle.

Taiyuan, British str., 2,100 tons, Capt. W. T. Hodge, from Canton, buoy No. B18.—B. & S.

Tiessa, Norwegian str., 3,252 tons, Capt. Meyer, from Singapore, Kowloon Wharf—Thoresen & Co.

Van Heutz, Dutch str., 2,748 tons, Capt. H. J. G. Blits, from Swatow, buoy No. A15.—J.C.L.

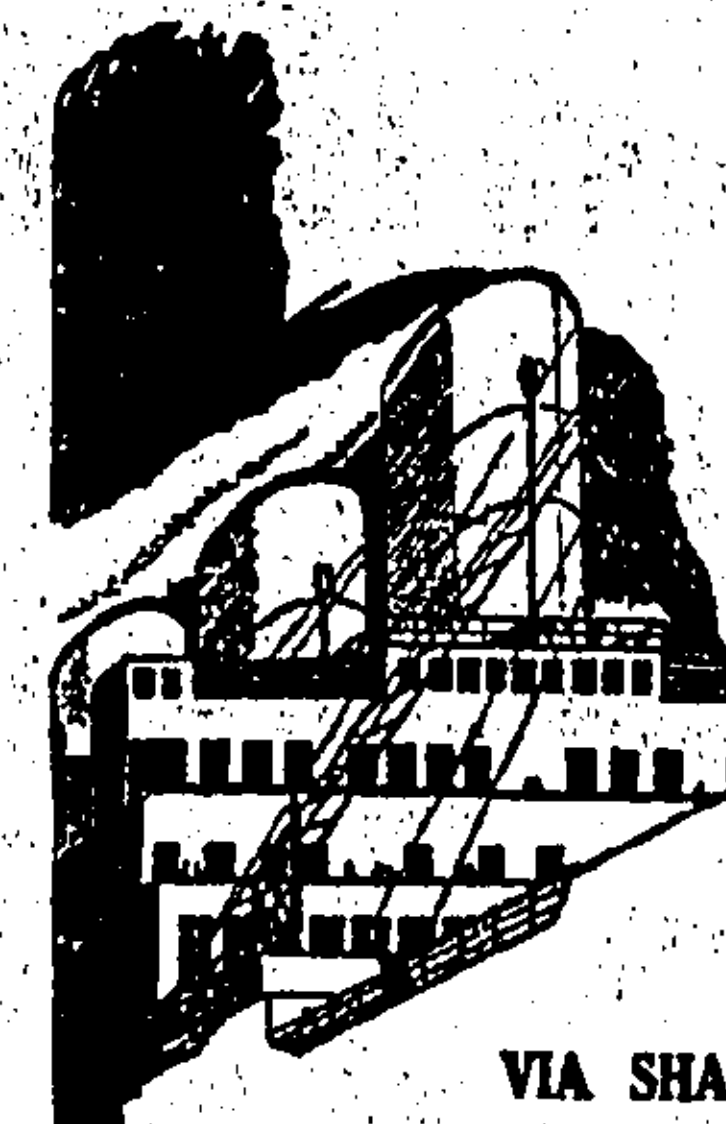
Yeiyo Maru, Japanese str., 2,004 tons, Capt. Yoshida, from Hongay, buoy No. B28.—D.K.K.

#### CLEARANCES.

Antung, for Swatow.  
Dara, for Rangoon.  
Daviken, for Swatow.  
Dogra, for Singapore.  
Feiping, for Manila.  
Taima, for Singapore.  
Tatsuta Maru, for Shanghai.  
Taiyuan, for Amoy.  
Tean, for Dairen.  
Wong Shik Kung, for Saigon.  
Yuan Lee, for Swatow.

#### STEAMER MOVEMENTS.

Per P. & O. s.s. Chitral left Shanghai for Hong Kong on January 28 at about 7 a.m.



8 P.M. THURSDAY  
EMPRESS OF ASIA

one of the

**BIG 4**

sails for

VICTORIA AND VANCOUVER

VIA SHANGHAI—NAGASAKI—KOBE  
AND YOKOHAMA.

#### Travel Express!

Enjoy every minute on a floating Palace. Supreme Luxury,  
—Congenial, Cosmopolitan travelling companions—  
International atmosphere, countless diversions  
WORLD FAMOUS CUISINE  
—SERVICE—

Passengers desiring to travel comfortably on a Limited  
Budget should ask about the

NEW EMPRESS TOURIST CABIN  
accommodation  
EXCEPTIONAL LOW FARES.

#### SAILINGS

	Hong Kong	Shanghai	Nagasaki	Kobe	Yokohama	Honolulu	Vancouver
Emp. of Asia	Feb. 5	Feb. 8	Feb. 9	Feb. 11	Feb. 12	Feb. 13	Feb. 13
Emp. of Canada	Feb. 20	Feb. 23	Feb. 24	Feb. 25	Feb. 27	Mar. 6	Mar. 6
Emp. of Russia	Mar. 4	Mar. 7	Mar. 8	Mar. 10	Mar. 12	Mar. 21	Mar. 21
Emp. of Japan	Mar. 15	Mar. 18	Mar. 19	Mar. 20	Mar. 22	Mar. 28	Mar. 28
Emp. of Asia	Mar. 25	Mar. 28	Mar. 29	Mar. 31	Apr. 2	Apr. 3	Apr. 3

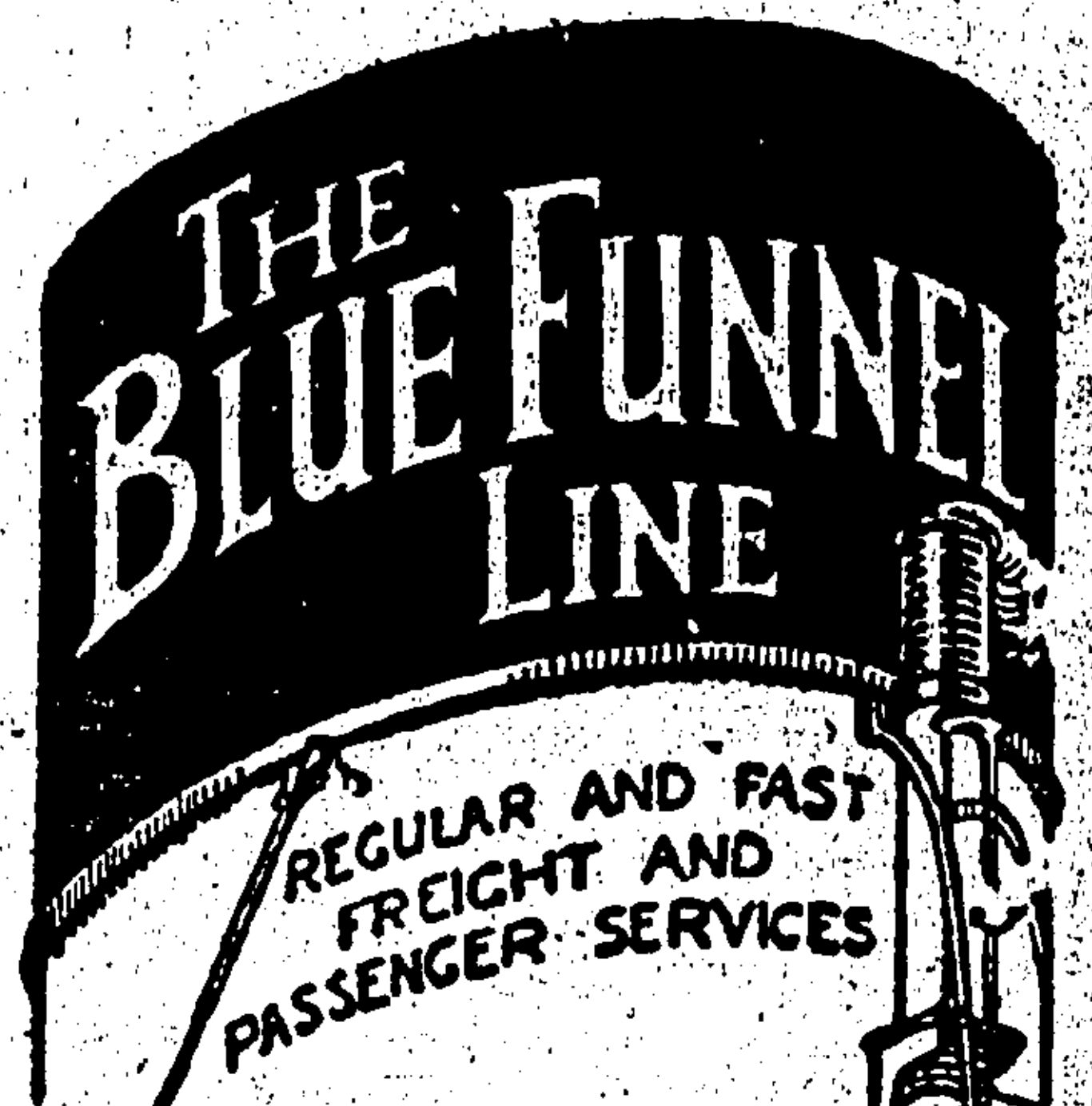
ASK ABOUT OUR NEW  
REDUCED FARES.  
AND SPECIAL SUMMER EXCURSIONS  
TO PACIFIC COAST.

HONG KONG—MANILA.

EMPRESS OF RUSSIA ..... FEB. 8  
EMPRESS OF JAPAN ..... FEB. 19

**CANADIAN PACIFIC**  
THE WORLD'S GREATEST TRAVEL SYSTEM.

Telephones: Passenger Dept. 20752. Freight 20042.



#### LONDON SERVICE.

"AUTOLYOUS" 2nd Feb. For Marseilles, Casablanca, London, Rotterdam and Hamburg.

"AENEAS" 16th Feb. For Marseilles, Casablanca, London, Rotterdam and Hamburg.

"DOLPHIN" 20th Feb. For Port Said, Havre, Liverpool & Glasgow.

"EUBLOCHUS" 1st Mar. For Port Said, Liverpool, Havre and Glasgow.

"PHEBUS" 5th Feb. For Boston, New York, & Baltimore via Philadelphia, Port Swettenham and Singapore.

"PROTEUS" 12th Feb. For Victoria, Vancouver and Seattle.

"TITON" 10th Mar. For Victoria, Vancouver and Seattle.

"INWARD SERVICE."  
"PERSEUS" Due 1st Feb. For Shanghai, Kobe, Yokohama and Vladivostok.

"SABEDON" Due 5th Feb. For Shanghai, Tientsin and Dairen.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to the undermentioned.

All bookings are subject to the provisions of the Company's Bill of Lading.

Butterfield & Swire.

Agents.

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To AUSTRALIA. Calling at Manila (P.I.), Thursday 14. Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE, TAIPING (SUMMER).  
FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE.  
ELECTRIC LAUNCHES, BATHING SHOPS, SUNDRIES AND STEWARD'S CARRIED.  
Enjoy Your Short Cruise to Australia and New Zealand. Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 875 RETURN.  
LONDON (via Australia) from £150 15s 6d.  
(Australian Government 2nd Class)

STEAMERS: Due Hong Kong, Leave Hong Kong, Leave Hong Kong, Due Sydney.

CHANGTE: Feb. 8, Mar. 15, Apr. 12, May 10, Jun. 7, Jul. 5, Aug. 2, Sep. 6, Oct. 4, Nov. 1, Dec. 29.

TAIPING: Feb. 15, Mar. 22, Apr. 19, May 17, Jun. 14, Jul. 12, Aug. 9, Sep. 13, Oct. 11, Nov. 9, Dec. 7.

CHANGTE: Feb. 22, Mar. 29, Apr. 26, May 24, Jun. 21, Jul. 19, Aug. 16, Sep. 20, Oct. 18, Nov. 16, Dec. 14.



# P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,  
AUSTRALASIA, INCLUDING NEW ZEALAND AND  
QUEENSLAND PORTS, AND RED SEA, EGYPT,  
CONSTANTINOPLE, GREECE, LEVANTINE  
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
CHITRAL	15,000	30th Jan. Noon	Bombay, Marseilles & London.
*ALIPPORE	5,300	8th Feb.	Straits, Colombo & Bombay.
*KASHMIR	9,000	18th Feb.	Marseilles, London, Rotterdam, Antwerp & Hull.
NALDERA	16,000	27th Feb.	Bombay, Marseilles & London.
*SOUDAN	8,800	5th Mar.	Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
GARTHAGE	15,000	12th Mar.	Marseilles & London.
RAJPUTANA	17,000	28th Mar.	Marseilles & London.
*BURDWAN	8,500	2nd Apr.	Bombay, Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
GORFU	18,000	9th Apr.	Marseilles & London.
RAWALPINDI	17,000	23rd Apr.	Bombay, Marseilles & London.
RANPURA	17,000	7th May	Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
*SOMALI	8,800	14th May	Marseilles & London.
CHITRAL	15,000	21st May	Bombay, Marseilles & London.
RANCHI	17,000	4th June	Bombay, Marseilles & London.
*BANGALORE	8,500	11th June	Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
NALDERA	16,000	18th June	Bombay, Marseilles & London.
KASHMIR-I-HIND	12,000	2nd July	Bombay, Marseilles & London.
RAJPUTANA	17,000	18th July	Bombay, Marseilles & London.
MANUVA	11,000	30th July	Bombay, Marseilles & London.
*SOUDAN	8,800	6th Aug.	Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
RAWALPINDI	17,000	13th Aug.	Bombay, Marseilles & London.
RANPURA	17,000	27th Aug.	Bombay, Marseilles & London.
MALWA	11,000	10th Sept.	Bombay, Marseilles & London.

\* Cargo only. † Calls Casablanca. ‡ Calls Djibouti. § Calls Karachi.  
Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

S.S.	Tons	1932.	Destination.
TALAMBA	8,000	9th Feb.	Singapore, Penang & Calcutta.
SIRDHANA	8,000	23rd Feb.	
TILAWA	10,000	6th Mar.	

H.L. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

## EASTERN & AUSTRALIAN SAILINGS (South).

S.S.	Tons	1932.	Destination.
NELLORE	7,000	30th Jan.	Manila, Rabaul, Brisbane, Sydney
TANDA	7,000	11th Feb.	
NANKIN	7,000	4th Mar.	

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.  
Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—  
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.  
The P. & O. Royal Mail Steamers to London and  
The P. & O. Branch Service of steamers to London via Suez.  
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	1932.	Destination.
*SOUDAN	8,800	23rd Jan. Noon	Shanghai, Kobe & Yokohama.
NALDERA	16,000	29th Jan. 10 a.m.	Shanghai, Kobe & Yokohama.
SIRDHANA	8,000	29th Jan.	Amoy, Shanghai, Kobe & Osaka.
TANDA	7,000	6th Feb.	Shanghai, Moji, Kobe & Yokohama.
TAKADA	7,000	10th Feb.	Amoy, Moji, Kobe & Osaka.
*KIDDERPORE	15,000	12th Feb.	Shanghai, Moji, Kobe.
TILAWA	10,000	12th Feb.	Amoy, Shanghai, Kobe & Osaka.
GARTHAGE	15,000	12th Feb.	Shanghai, Kobe & Yokohama.
*BURDWAN	8,500	21st Feb.	Shanghai, Kobe & Yokohama.
SANTHIA	8,000	28th Feb.	Amoy, Moji, Kobe & Yokohama.
RAJPUTANA	17,000	28th Feb.	Shanghai, Kobe & Yokohama.
NANKIN	7,000	7th Mar.	Shanghai, Kobe, Osaka & Yokohama.
TALAMBA	10,000	11th Mar.	Amoy, Shanghai, Kobe & Osaka.
GORFU	18,000	14th Mar.	Shanghai, Kobe & Yokohama.
RAWALPINDI	17,000	24th Mar.	Shanghai, Kobe & Yokohama.
*SOMALI	8,800	5th Apr.	Shanghai, Kobe & Yokohama.
RANPURA	17,000	7th Apr.	Shanghai, Kobe & Yokohama.
CHITRAL	15,000	21st Apr.	Shanghai, Kobe & Yokohama.
*BANGALORE	8,500	28th Apr.	Shanghai, Kobe & Yokohama.
RANPURA	17,000	5th May	Shanghai, Kobe & Yokohama.
NALDERA	16,000	12th May	Shanghai, Moji, Kobe & Yokohama.
KASHMIR-I-HIND	12,000	19th May	Shanghai, Moji, Kobe & Yokohama.
RAJPUTANA	17,000	18th June	Shanghai, Kobe & Yokohama.
*SOUDAN	8,800	28th June	Shanghai, Kobe & Yokohama.

\* Cargo only.

All dates are approximate and subject to alteration without notice.  
All cabins are fitted with Electric Fans or Pumps, Loores System.  
Steamers on London and Australian Lines are fitted with Landries.  
Passenger messengers, not more than 5 in. 11, will be received at the Company's Office up to 10 p.m. on the day previous to sailing.  
For further information, Passengers, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE &amp; CO.

P. &amp; O. Building, Cornhill 24, C. Hong Kong. Agents.

## CONQUEST OF THE SEA.

Mr. E. J. March's  
Survey of Ships.

A Christmas lecture for young people, arranged by the Royal Empire Society, was given recently at the Hotel Victoria, London, by Mr. Edgar J. March on "Ships through-out the ages." Admiral Sir Richard Webb presided.

The lecture was illustrated by a large number of lantern slides, and between the fanciful conception of Mr. Arthur Moreland of the first boat—a log, bestridden by adventurous primitive men, floating down a stream—and the Strathairn, driven by Diesel-electric engines, Mr. March surveyed the whole field of maritime conquest. He traced the development of the ship from the Egyptian boat, with its square sail, whose sailors had no knowledge of the art of tacking and bodily removed the mast when they rowed down river against the tide; the Chinese junk, with its triangular lateen-sail—still unchanged after thousands of years; the Roman galley and the war boats of the Vikings. He showed how the "fore-castle" and the "sterncastle" came to be built on fighting ships, how the steering oar on the starboard side gave place to the rudder, and how the mast became permanently stepped in the ship instead of being lowered as in former times. He explained also how the Crusaders found in the Mediterranean, to their surprise, ships with two and even three masts, and the influence of this knowledge on ship design.

Father of British Navy.  
He described Henry VII as the father of the British Navy, for that King had vessels built for fighting only, instead of having ships adapted for the purpose for the frequent naval fights of the period. Elizabeth greatly developed the galleon; and it was in her reign that brave and adventurous men set out with tremendous courage in vessels in which people of to-day would hardly cross the Channel. The French in Stuart times were better shipbuilders; their frigates invariably out-sailed the British.

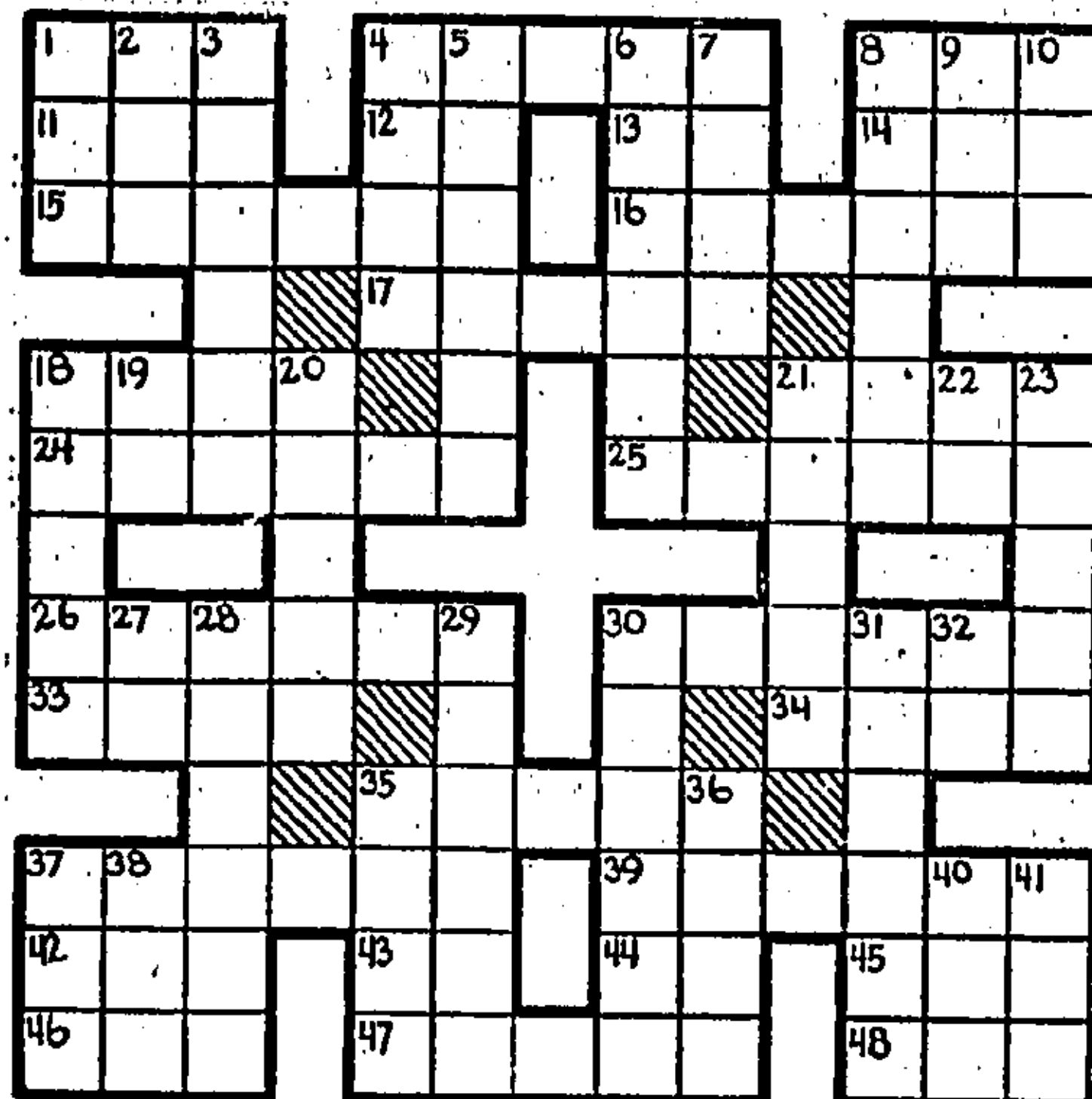
Turning to merchant ships, Mr. March described the romance of the great East Indiamen and the tea and wool clipper, and said that the clippers, owing to their small carrying capacity, were uneconomical, and had to give way to four-masted steel barques. Between 1850 and 1870, he added, the sailing ship was at the height of her glory. Slowly developed through thousands of years, she had reached the pinnacle of perfection just as steam was beginning to take the place of sail. They could count on one hand the deep-sea sailing ships of to-day, and not one few the Red Ensign.

Pictures of the first steam-driven boats, still fitted with sails because of the unreliability of the engine, were shown, and in rapid succession the audience saw the substitution of the screw propeller for the paddle-wheel, reciprocating engines giving

(Continued in next column.)

## DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



### HORIZONTAL

- 1-Full of moisture
- 4-Calm
- 8-A wager
- 11-Pronoun
- 12-Indefinite article
- 13-Musical note
- 14-Portuguese coin
- 15-The East
- 16-Approve
- 17-Brief
- 18-A condiment
- 21-Capital of Norway
- 24-Negotiate
- 25-Covered with slate
- 26-In fact
- 30-Skillful
- 33-Indigent
- 34-Bow the head
- 35-A king of Judah
- 37-Sent a message by submarine telegraph

### HORIZONTAL (Cont.)

- 39-Pride
- 42-The whole
- 43-Musical note
- 44-Comparative suffix
- 45-Content
- 46-A golf term
- 47-Worship
- 48-Printer's measure (pl.)

### VERTICAL

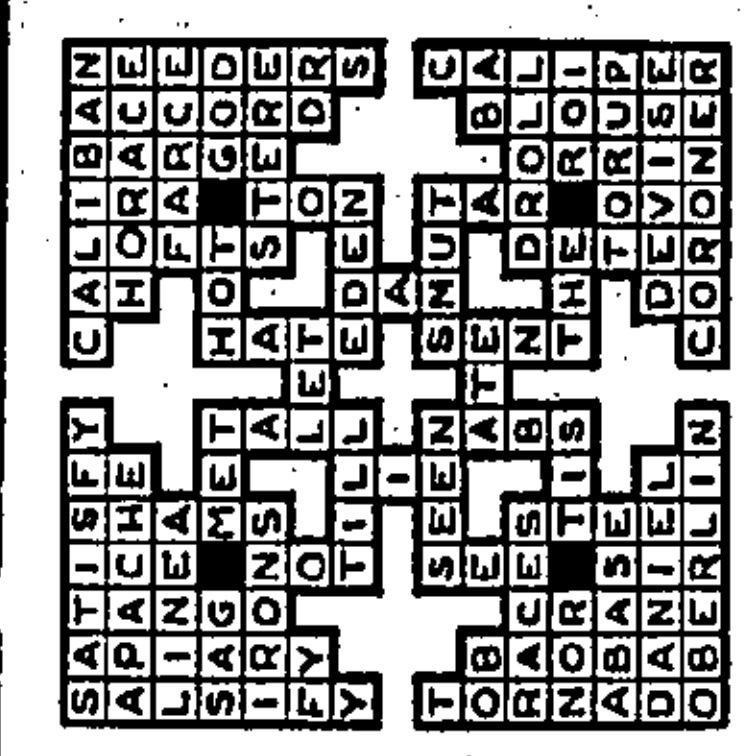
- 1-Pronoun
- 2-Ever (Poet.)
- 3-Daily
- 4-A short labored breath
- 5-Penetrates
- 6-Grasp
- 7-Comfort
- 8-Bear the brunt of
- 9-Even (Poet.)

### VERTICAL (Cont.)

- 10-A very small bird
- 12-To make bear
- 19-Arab (abbr.)
- 20-Small candle
- 21-Made of oak
- 22-The (Fr.)
- 23-Scents
- 27-Negative reply
- 28-Two-fold
- 29-Conveyed by deed
- 30-Plant of the bean family
- 31-Dedicated by a vote
- 32-Editor (abbr.)
- 35-Queen of the gods (Gr. Myth.)
- 36-Venture
- 37-Child's pet
- 38-A beverage
- 40-A metal
- 41-An affirmative reply

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

## YESTERDAY'S SOLUTION.



## THE KWONG HIP LUNG CO. LTD.

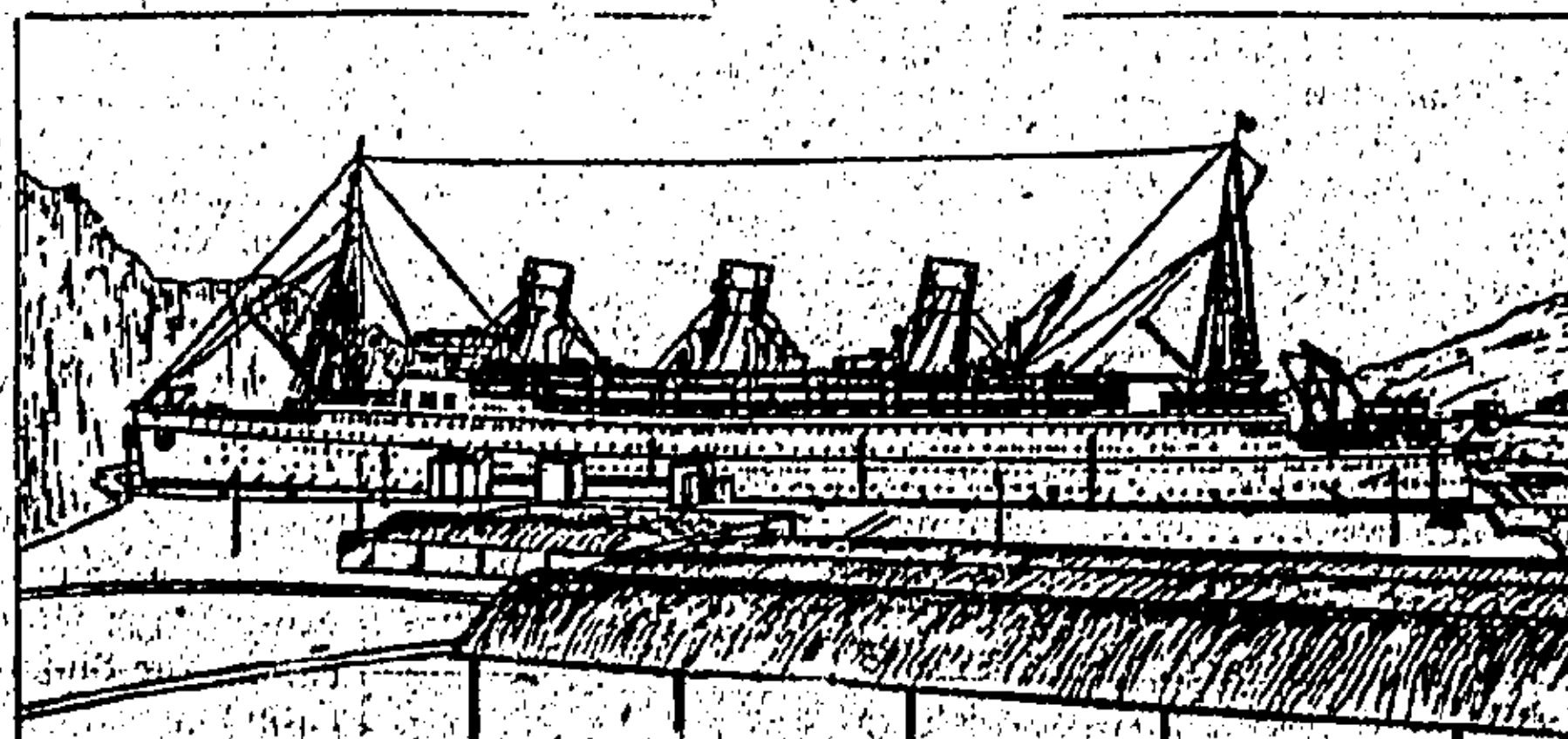
ENGINEERS AND SHIPBUILDERS. BOILER MAKERS. BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two slipways and can accommodate any craft of 200 feet long.  
Town Office: 64, Cornhill Road Central, Hong Kong. Tel. 26459.  
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Estimates furnished on application  
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HEAD OFFICE AND WORKS:

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Cast  
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Harbour  
Call Flags  
Engineer  
"E."  
Boiler  
maker  
"V."  
Shipwright  
"T."

### T.S.S. "EMPRESS OF JAPAN"

In No. 1 Dock. Dimensions—565'0" O.A. x 85'6" x 45'6" Mid. 23,000 tons Gross.

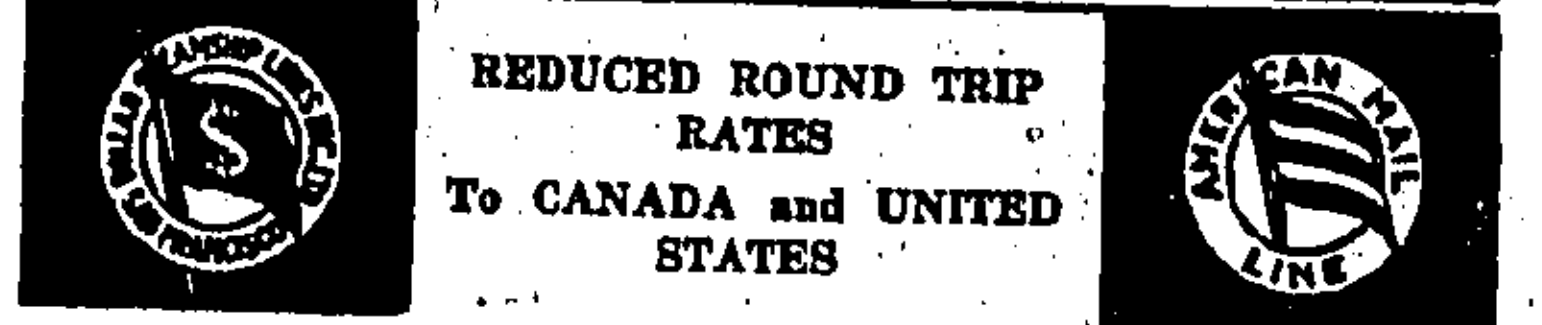
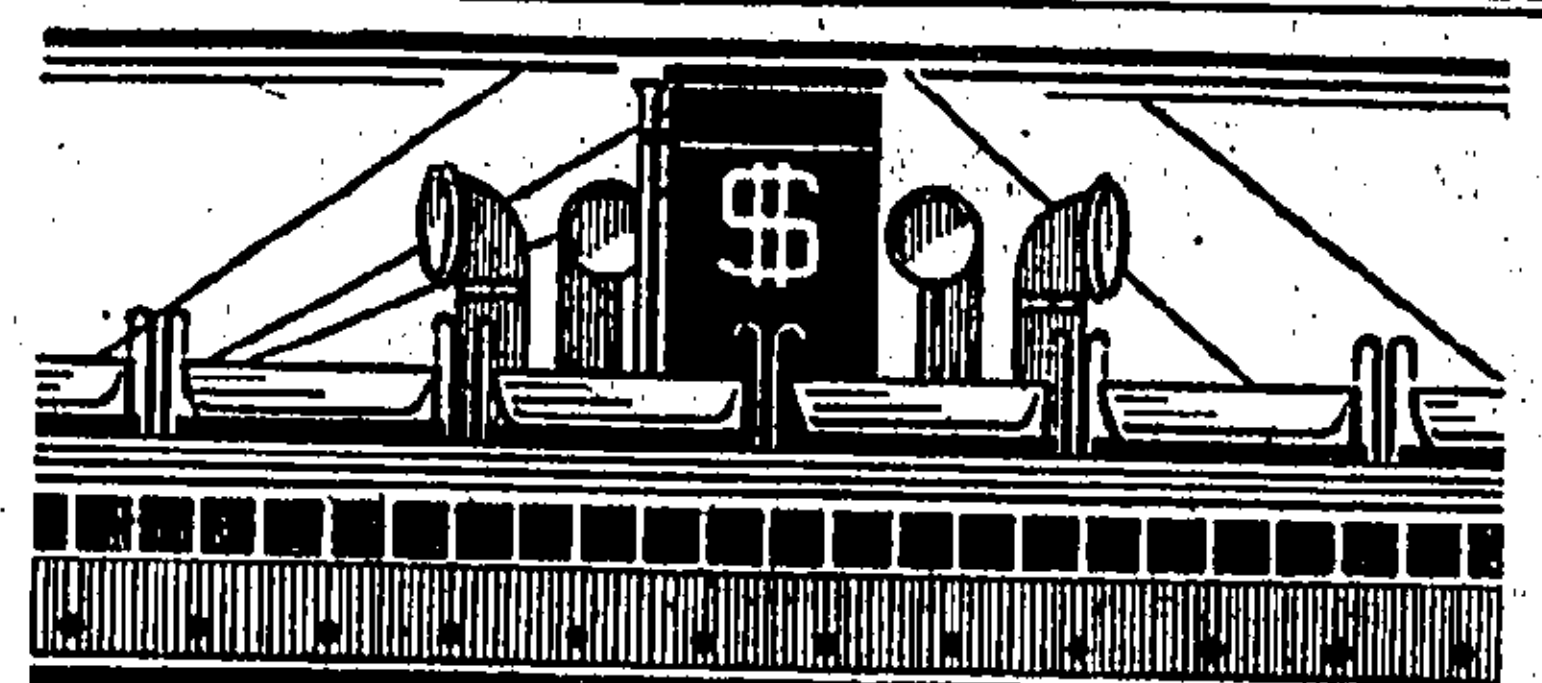
The Company possesses Six Granite Docks and Two Patent Slipways.

The dimensions of No. 1 Dock are 565'0" x 85'6" x 45'6" over all. H.W. U.S.T. Salvage Tug "Henry Kowick." 1200 H.P. Wireless Call Signal V.P.B.T. and Flag Call Signal T.H.Q.B. (Shanghai) capable of lifting 50 tons.

Codes Used: A.L. A.R.C. Fifth Edition, Engineering, Fire and Second Edition. Western Union, Repeater and Wireless.

Kindly send enquiries to the Chief Manager.

R. M. DYER, B.A., M.I.N.A., Kowloon Dock, Hong Kong.



REDUCED ROUND TRIP  
RATES  
To CANADA AND UNITED  
STATES

## ALL YEAR ROUND TRIP TICKETS

TO VICTORIA (CANADA).  
and RETURN ... G\$630.00 VANCOUVER (CANADA).  
SEATTLE (U.S.A.).

and RETURN ... G\$656.00 SAN FRANCISCO.  
LOS ANGELES.

Time Limit.—One Year.

## SUMMER ROUND TRIP TICKETS

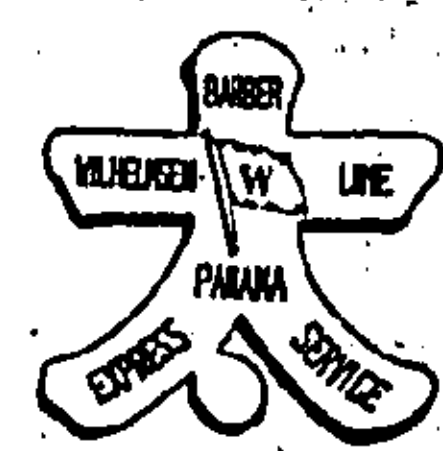
and RETURN TO VICTORIA (CANADA).  
1ST CLASS ..... G\$540.00 VANCOUVER (CANADA).  
SPECIAL CLASS ... G\$300.00 SEATTLE (U.S.A.).

and RETURN  
1ST CLASS ..... G\$562.00 SAN FRANCISCO.  
SPECIAL CLASS ... G\$345.00 LOS ANGELES.

Summer Round Trip tickets will be on sale during the months of June, July and August, 1932. Return limit December 31. SPECIAL CLASS cabins are available on all "President Liners" to Seattle at fortnightly intervals, and on our splendid new "PRESIDENT HOOVER" and "PRESIDENT COOLIDGE" to Honolulu, San Francisco, Los Angeles, Panama Canal, thence to New York.

We shall be glad to furnish further information on request.

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42 Days To New York.

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Steamer.	Leaves Hong Kong	Arrives Wuchow	Leaves Wuchow	Arrives Hong Kong
TAI HING BAT	30th MON.	1st TUES.	2nd WED.	3rd

Regular Service of Fast, High Class River Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloon. The "Tai Hing" is fitted with Wireless.  
Ports of Call—Samshui, Ningbo, Ninghai & Beihai.  
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Meals and Wines are to be obtained on board.  
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JUST RECEIVED  
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NOW ON VIEW AT  
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# The China Mail.

ESTABLISHED 1845.

HONG KONG, THURSDAY, JANUARY 28, 1932.

## DENTALINE

(Concentrated Antiseptic)  
Is more than a mouth-wash — it actually  
**KILLS GERMS**

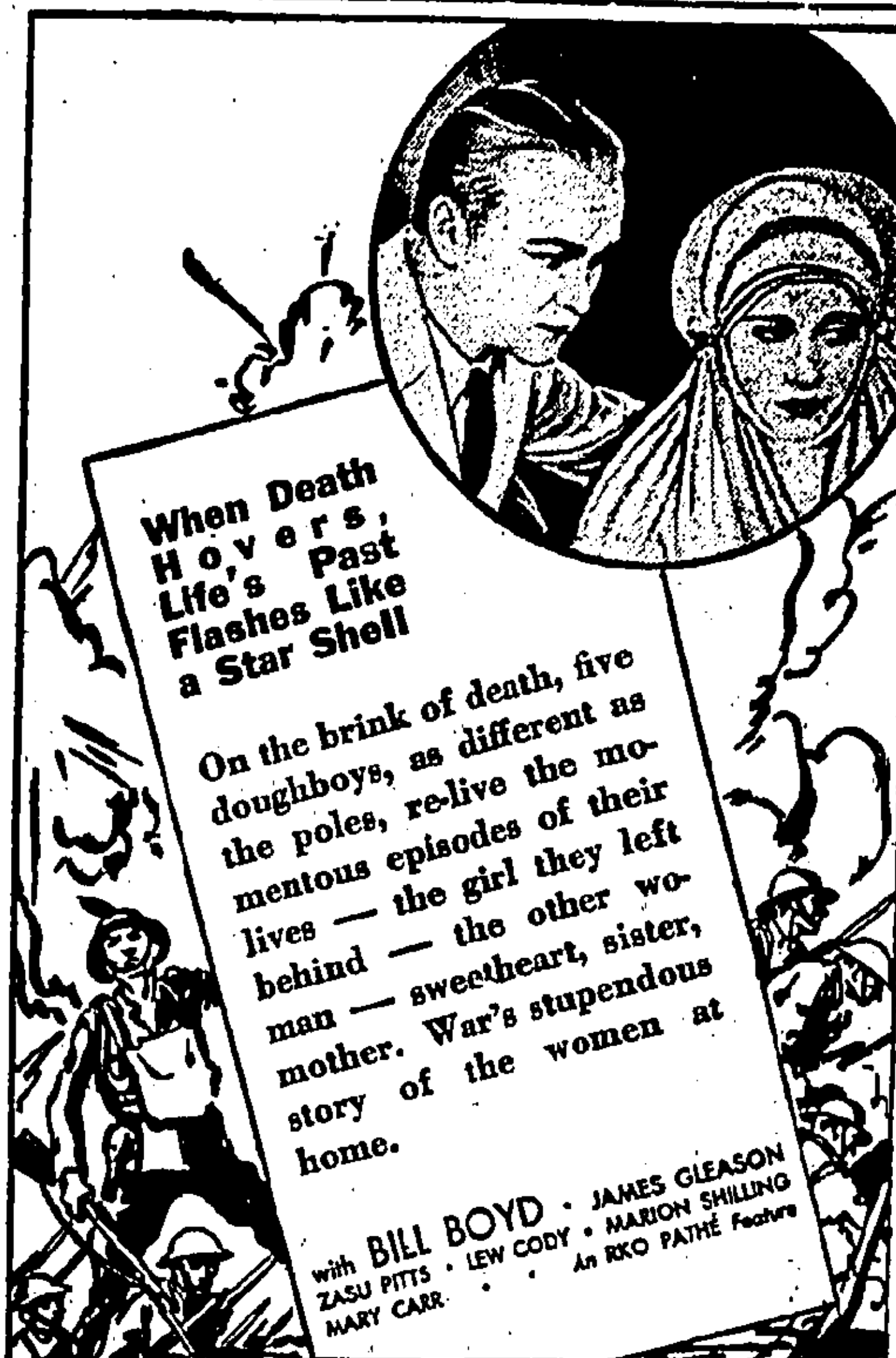
Dentaline is an Antiseptic Germicide and Astringent.  
Properly diluted it is delightful to taste and  
refreshing to use.

**THE PHARMACY**

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## CENTRAL THEATRE

**SHOWING TO-DAY**  
at 2.30, 5.10, 7.15 & 9.20 p.m.



**When Death Hovers, Life's Past Flashes Like a Star Shell**

On the brink of death, five doughboys, as different as the poles, relive the momentous episodes of their lives — the girl they left behind — the other woman — sweetheart, sister, mother. War's stupendous story of the women at home.

with **BILL BOYD** • **JAMES GLEASON**  
**ZASU PITTS** • **LEW CODY** • **MARION SHILLING**  
**MARY CARR** • **AN RKO PATHE Feature**

## BEYOND VICTORY

NEXT CHANGE



**COLUMBIA PICTURES**  
Presents  
**Barbara Stanwyck**  
in  
**TEN CENTS A DANCE**

with **RICARDO CORTES**  
**MONROE OWSELY**  
**SALLY BLANE**

**LIONEL BARRYMORE**  
Production  
She danced on the  
magic carpet of Love!

**Austrian Cabinet.**  
Dr. Buresch's Cabinet has resigned.

**Imperial Economic Conference.**  
Mr. J. H. Thomas, Dominions Secretary, was interviewed, yesterday, on the subject of the Conference. See page 1 for details.

**Cairo Fracas.**  
Indignant Moslems, yesterday, vented their spleen on an American cafe in consequence of the conversion to Christianity of a Moslem student.

**Shanghai.**  
A Japanese Navy Office statement has been made in connection with the despatch of warships to Shanghai. If China does not heed Japan's warning, the Navy will be obliged to take adequate steps to protect Japanese lives and interests, as Japanese patience has been exhausted.

**Mr. Henry Birkett.**  
The death has occurred in London of Mr. Henry Birkett, at one time a well-known broker and race-horse owner of the Colony. He won the Derby in 1922.

### NEWS TABLOIDS AND OVERNIGHT CABLES SUMMARISED.

**Manchurian Commission.**  
Sails from Havre next Tuesday, and will travel via America.

**Prince of Wales.**  
At the Albert Hall, yesterday, sent out a rallying call to the whole of England, young and old, to give of their best in the national crisis.

**Submarine M2.**  
The sunk submarine has not yet been located. It is feared she and her personnel must now be regarded as lost.

**India.**  
Lord Irwin, speaking on the situation in India, says he holds Congress to blame for the recent rupture, and is of opinion that the authorities had no choice but to act as they had done.

### Harbin's Sorry Plight.

The new Kirin forces have been obliged to retreat, and Harbin is now in the hands of Ting Chao's troops. These troops are said to have instituted in the city a virtual reign of terror. A detachment of Japanese troops from Chang Chun is on its way to Harbin to afford protection to Japanese residents in Harbin.

**Partnership Dispute.**  
A dispute between three Indians over an alleged partnership in business was aired before the Chief Justice in the Supreme Court this morning. Plaintiff claims that he paid \$4,000 to enter the partnership, whilst the defendants claim that the money was handed over as a loan.

**School Prizes.**  
The annual prize giving of the Ellis Kadoorie Indian School took place this morning. Mr. A. el Arculli, who was to have given away the prizes, was absent on account of illness, and Mrs. A. T. Hamilton, wife of the former head master of the school, deputised for him.

### LOCAL WEDDING TO BE PUT OFF?

**Fears Expressed in Court by Solicitor.**

**TAILOR IN TROUBLE.**

Fears that a forthcoming local wedding may have to be put off were expressed by Mr. F. H. Loseby in the Central Police Court, this morning, before Mr. Williams.

Mr. Loseby appeared to defend Chau Tse-kam, a tailor, who along with two cotton dealers, Chau Yee chung and Chau Ming-kai, were charged with assaulting Pun Ching-fuk, proprietor of the Hung Shing Firm, 3 Wo Hop Street, West Point, and with demanding \$100 with menaces.

Mr. Hin-shing Lo appeared for the prosecution, and said that it was a very serious case.

In applying for bail in the sum of \$150, Mr. Loseby said that his client was a tailor, and was at present engaged in making the dresses for the wedding of some well-known people in Hong Kong. If his client was refused bail, the wedding might have to be put off!

Mr. Lo said that he had no objection to bail, but he thought that the sum asked for was not substantial. He was asking for a week's remand in order to get a witness from Shanghai, and there were several documents to be translated in regard to bills of lading for cargo. He added that his client had been threatened with personal violence, and if one or two of the defendants were let out on bail, he feared there would be further trouble.

After further argument, his Worship allowed bail in the sum of \$250, Mr. Loseby's client to be kept in custody until 3 p.m. during which time the Police will carry out a search at their premises, at Caine Road, where they were arrested.

Mr. Lo intimated that the place had not been searched yet. A week's formal remand was granted.

### HARBIN SACKED AND PLUNDERED.

**Reign of Terror Instituted.**

**KIRIN FORCES RETREAT.**

Tokyo, Yesterday.  
Following the fighting between Ting Chao's troops and Hsi Hsia's Kirin forces, are orgy of looting and plundering has set in at Harbin, where Ting Chao's soldiers have looted a number of wealthy Japanese and Korean residences, also the Japanese hospital, instituting a virtual reign of terror. The whole city has been plunged into darkness.

Latest Press messages from Harbin indicate that it may be necessary to despatch Japanese troops to protect Japanese lives and property, which appear endangered.

Harbin, Yesterday.  
The new Kirin troops have been forced to retreat.

A Japanese aeroplane has been shot down.

The engagement lasted four hours and finished after mid-day. Several civilians have been killed and wounded by gunfire, aerial bombs, etc.

The town is in panic.

It is expected fighting will be recommenced this evening.

Tokyo, Yesterday.  
A Japanese detachment from Chang Chun, it is reported, is being despatched to Harbin.

Reuter.

### MR. H. BIRKETT.

**Death of Winner of Hong Kong Derby.**

**A LOCAL BROKER.**

News was received in the Colony by cablegram to-day of the death in London of Mr. Henry Birkett, one time a well known resident here.

Mr. Birkett was a partner in

### INDIAN CONGRESS TO BLAME.

**For the Recent Rupture.**

**SAYS LORD IRWIN.**

Rugby, Yesterday.  
Speaking at Leeds to-day on the situation in India, Lord Irwin, ex-Viceroy, said he could not doubt that the responsibility for the recent rupture lay with the Congress Party. Constructive constitution building for Congress to follow was wide and open, and, for that reason, he said their action had been unnecessary and unjustifiable. He thought both the Government here and the Government of India had no choice but to take the action they had taken in the last few weeks.

**Misrepresentation of Facts.**  
It had been suggested that they had gone back on the policy pursued when he was Viceroy. That was a complete misrepresentation of facts. Government disliked the application of the present policy as much as anyone else, and there was nothing vindictive about their action. He did not suppose that, if he had been in India to-day, he would have acted any differently from the present Viceroy, Lord Willington.

British Wireless Service.

the firm of Messrs. Mixon and Taylor, share and general brokers, for a number of years, and was an unofficial Justice of the Peace of the Colony.

He was a very keen racing man, having been an official of the Hong Kong Jockey Club, and was the first point master of the Fanling Hunt.

His one great ambition on the race course was achieved in the year 1922 when his pony, Sun Star, with Doyle up, won the Hong Kong Derby.

He was in his 58th year of age at the time of his death.

## QUEEN'S

TO-DAY TO SATURDAY At 2.30, 5.10, 7.15 & 9.20.

**When Love Comes—Who Can Refuse?**



**DRAMA TORN FROM THE ETERNAL HEART OF WOMAN**

**The Lady REFUSES**

**BETTY COMPTON**  
Gilbert Emery  
Margaret Livingston  
John Barrow

ALSO SHOWING  
"HEARST NEWSREEL"  
and  
"The BROKEN WEDDING BELLE"



**VOTE THE STRAIGHT LAUGH TICKET**

**MARIE DRESSLER**  
**POLLY MORAN**

They give you the grandest laugh for your money you've ever had!

Marie enters the political game, and how she makes the grafters run! A Riot!

**in POLITICS**



**STAR** TO-DAY TO SATURDAY  
AT 2.30, 5.10, 7.15 & 9.20.

**THE BRITISH LAUGHTERPIECE!**  
**"SPLINTERS"**



**BAYER**

Don't let a Cough Torture you — take

**'RESIVAL'**

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